

LCSA RACE COMMITTEE BINDER

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LCSA RACE COMMITTEE EQUIPMENT INVENTORY

Dock Box									
iStart Box with Owner's Manual									
Start Mark with Anchor Chain and Rode									
Course Board									
Flag Bag									
Start (Orange) / Finish (Blue)									
Preparatory									
General Recall									
Spin Fleet (Code Flags 6, 7 and 9)									
NS2 Fleet (White Flag)									
Shorten Course									
Postponement									
Abandonment									
Individual Recall									
Come within Hail									
NS1 Fleet (Code Flag 5)									
Race Committee									
RC Bag									
RC Binder									
Course Letter "K" (2ea)									
Course Letter "L" (2ea)									
Course Letter "J" (2ea)									
Course Laps X2/X3 (1ea)									
Clipboard (2ea)									
Binder Clips (Various)									
Duct and Painters Tape (Various)									
Zip Ties (Various)									
Air Horn with Bottle									
Spare Bottle									
Pen Box									
Misc. Note Pads									

CHECK-IN WORKSHEET

Skipper	Vessel	Sail #	Checked in
Don Larsson	Akvavit	10001	
Andy Spittler	Wharf Rat	12583	
Larry Van Hoose	Lisette	33	
Bill Judge	Cool Change	6262	
Selo Qejvani	Sea Goat	S31	
Hank Giffin	Coeur d' Alene	183	
Claude Speed	Aspire	2703	
Larry Lewandowski	Lew's Cruise	23807	
Rudy Eash	Brittany	135	
Donna DeSteph	Restless	93475	
Mick Mihalcoe			
Jay Scharnitzky	Encore	1245	
Ken Copeland	Black Widow	3230	
Carl Gade			
Alvin Girardin			
Larry Baun	BaseRunner	21607	
Jonathan Muhlendo	Livin the Dream	439	
Randy Goodman	Red Frog	174	
David Midkiff	Serendipity Tw	53165	
Rob Williams	Set Free	H460	
Alan Moore	Trouble	93434	
John Atkinson			
Bob Howell	Pegasus	25352	
Michelle Eden			
Mike Veraldi	Quicky	4049	
Mike Brannon	Virginia Lee	93295	
Tyler Martenstein	Cannonball	387	
Ryan Jaenke			
Chris Whately	Shock	87228	
Chris French	Elixir	5225	

SCORING WORKSHEET

- 1) RECORD IN ORDER OF FINISH (DO NOT PREFILL)
- 2) RECORD SAIL NUMBER AND TIME OF FINISH FOR EACH BOAT.
- 3) PLEASE BE CERTAIN THAT RESULTS ARE LEGIBLE

ALL FLEETS

1. Sail Number / 19:45:20	13.
2.	14.
3.	15.
4.	16.
5.	17.
6.	18.
7.	19.
8.	20.
9.	21.
10.	22.
11.	23.
12.	24.

Please note Start Times for each Fleet NS2 _____ NS1 _____ SPIN _____

Date: _____ Series: _____ Race: _____

Course: _____

Course Length _____ Race Committee _____

Mark Spacing K-J (1.1NM) J-L (2.3NM) K-L (1.7NM)

Record any protests on this sheet including the following:

Name of Boat Protesting _____

Time RC was notified of the protest _____

Was a Protest flag being displayed _____ and where _____

At the Races' conclusion, text or email this completed form to:

Andy Spittler: (757) 581-2082 / andrew.spittler@gmail.com.

Retain this sheet until results are posted.

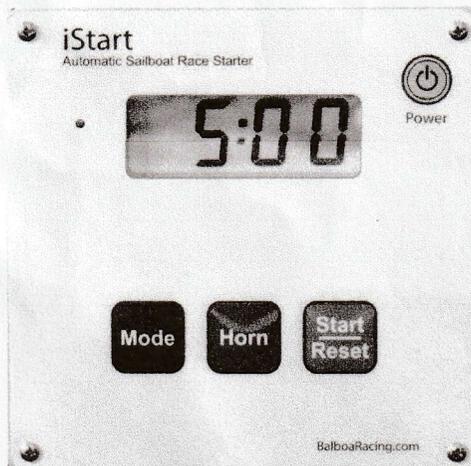
Operating the iStart

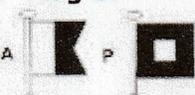
POWER button – Press to turn ON, hold to turn OFF.

MODE button – Press to see details of currently selected mode, hold 3 seconds to select desired mode

HORN button – Press to sound the horn

START button – Press to start a race sequence, hold for 3 seconds to reset and stop



Rule 26 Starts				
Usually 5 minutes but also available in 3 or 10 minute versions.				
Time until start (mm:ss)	Flag	Internal Beeper	Loud Horn	Description
6:00 optional			5 short	Alert - optional
5:30 optional		30, 20, 10, 5,4,3,2,1,Flag		optional
5:00	Class Flag UP 		1 long	Warning Signal
4:30		30, 20, 10, 5,4,3,2,1,Flag		
4:00	P-Flag UP 		1 long	Preparatory Signal
1:30		30, 20, 10, 5,4,3,2,1,Flag		
1:00	P-Flag DOWN 		1 extra long	1 Minute until Start Signal
0:30		30, 20, 10, 5,4,3,2,1,Flag		
0:00	Class Flag DOWN and next Class Flag UP 		1 long	First Start and Warning Signal for next start

Selecting a Starting Sequence

Use the chart below (or on the rear of your iStart) to select the type of start you wish to use. **If you wanted a 5:00 Minute Rule 26 Rolling start with a 60 Second Alert, then you want MODE 53.**

1. Hold the MODE button down 3 seconds until the screen flashes (and beeps) then release
2. Press the MODE button as needed to select P53
3. Wait 3 seconds to SAVE automatically

Now you're ready to start a race.

Here is a more detailed description.

MODE – This is just a number to identify each of the pre-programmed sequences.

TIME – This is the time between the warning signal and the start.

STYLE – *Dinghy, Rule 26, Match or Rule 26 RCL* (see below).

TYPE – *Once or Rolling* means one start only or continuous starts.

ALERT – Optional 5 short horns before the first warning signal

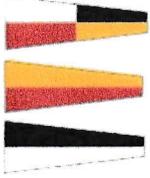
iStart									
Automatic Sailboat Race Starter - Balboa Racing (949)760-6050									
MODE	TIME	STYLE	TYPE	ALERT	MODE	TIME	STYLE	TYPE	ALERT
10	1:00	Dinghy	Once	None	41	3:00	Dinghy	Rolling 3+1	15 sec
11	1:00	Dinghy	Rolling	None	42	3:00	ICSA-C	Once	None
20	2:00	Dinghy	Once	None	43	3:00	ICSA-C	Rolling	None
21	2:00	Dinghy	Rolling	None	44	3:00	ICSA-C	Once	15 sec
22	2:00	Dinghy	Once	15 sec	45	3:00	ICSA-C	Rolling	15 sec
23	2:00	Dinghy	Rolling	15 sec	50	5:00	Rule 26	Once	None
24	2:00	Dinghy	Once	60 sec	51	5:00	Rule 26	Rolling	None
25	2:00	Dinghy	Rolling	60 sec	52	5:00	Rule 26	Once	60 sec
30	3:00	Dinghy	Once	None	53	5:00	Rule 26	Rolling	60 sec
31	3:00	Dinghy	Rolling	None	54	5:00	Rule 26 RCL	Once	None
32	3:00	Dinghy	Once	15 sec	55	5:00	Rule 26 RCL	Rolling	None
33	3:00	Dinghy	Rolling	15 sec	70	7:00	Match	Once	None
34	3:00	Dinghy	Once	60 sec	71	7:00	Match	Rolling	None
35	3:00	Dinghy	Rolling	60 sec	80	10:00	Match	Once	None
36	3:00	Rule 26	Once	None	81	10:00	Match	Rolling	None
37	3:00	Rule 26	Rolling	None	90	10:00	Rule 26	Once	None
38	3:00	Rule 26	Once	60 sec	91	10:00	Rule 26	Rolling	None
39	3:00	Rule 26	Rolling	60 sec	92	10:00	Rule 26	Rolling 5+5	None
40	3:00	Dinghy	Rolling 3+1	None	93	10:00	Rule 26	Rolling 5+5	60 sec

(1) Hold MODE button for 3 seconds. (2) Select desired mode with MODE button.
 (3) Wait 3 seconds to SAVE automatically.
<http://www.balboaracing.com>

LCSA RACE COMMITTEE STARTING SEQUENCE WORKSHEET

FIRST WARNING SIGNAL 5:55 PM

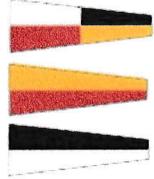
Three Fleets / Three Starts

TIME	√	MIN	SIGNALS	MEANING		COMMENTS
5:54 PM		6		Courtesy / Attention		3-4 Short Blasts
5:55 PM		5	NS2 Class Flag UP 	NS2 Warning		1 Short Blast
5:56 PM		4	Prep Flag UP 	NS2 Preparatory		1 Short Blast
5:59 PM		1	Prep Flag DOWN	1 min to NS2 Start		1 Long Blast
6:00 PM		0 5	NS2 Class Flag DOWN NS1 Class Flag UP 	NS2 Start NS1 Warning		1 Short Blast
6:01 PM		4	Prep Flag UP 	NS1 Preparatory		1 Short Blast
6:04 PM		1	Prep Flag DOWN	1 min to NS1 Start		1 Long Blast
6:05 PM		0 5	NS1 Class Flag DOWN SPIN Class Flags UP 	NS1 Start SPIN Warning		1 Short Blast
6:06 PM		4	Prep Flag UP 	SPIN Preparatory		1 Short Blast
6:09 PM		1	Prep Flag DOWN	1 min to NS1 Start		1 Long Blast
6:10 PM		0	SPIN Class Flags DOWN	SPIN Start		

LCSA RACE COMMITTEE STARTING SEQUENCE WORKSHEET

FIRST WARNING SIGNAL 6:25 PM

Three Fleets / Three Starts

TIME	√	MIN	SIGNALS	MEANING		COMMENTS
6:24 PM		6		Courtesy / Attention		3-4 Short Blasts
6:25 PM		5	NS2 Class Flag UP 	NS2 Warning		1 Short Blast
6:26 PM		4	Prep Flag UP 	NS2 Preparatory		1 Short Blast
6:29 PM		1	Prep Flag DOWN	1 min to NS2 Start		1 Long Blast
6:30 PM		0 5	NS2 Class Flag DOWN NS1 Class Flag UP 	NS2 Start NS1 Warning		1 Short Blast
6:31 PM		4	Prep Flag UP 	NS1 Preparatory		1 Short Blast
6:34 PM		1	Prep Flag DOWN	1 min to NS1 Start		1 Long Blast
6:35 PM		0 5	NS1 Class Flag DOWN SPIN Class Flags UP 	NS1 Start SPIN Warning		1 Short Blast
6:36 PM		4	Prep Flag UP 	SPIN Preparatory		1 Short Blast
6:39 PM		1	Prep Flag DOWN	1 min to NS1 Start		1 Long Blast
6:40 PM		0	SPIN Class Flags DOWN	SPIN Start		1 Long Blast

**2021 LITTLE CREEK SAILING ASSOCIATION (LCSA)
WEDNESDAY NIGHT SAILING INSTRUCTIONS)**

1. Rules:

Races will be governed by the rules as defined in the Racing Rules of Sailing (RRS) for 2021 – 2024, and these Sailing Instructions.

- (a) Non-spinnaker classes will be single-headsail only.
- (b) Boats should meet the safety equipment requirements of the US Sailing Nearshore category. These Safety Equipment Requirements (SER) can be viewed at:
<https://www.ussailing.org/wp-content/uploads/2021/02/Monohull-SER-2021.0.pdf>
- (c) All changes to the hull, rig, sails or other factors upon which a rating is based must be reported to the LCSA Coordinator for evaluation, prior to the next LCSA race.

2. Registration:

In order to be scored, each boat must have:

- (a) Paid the BBSA and LCSA entry fees. Join us at <https://broadbaysailing.org/join-us>. Total dues are \$65.00, which include BBSA membership (\$45.00) and LCSA membership (\$20.00).
- (b) Signed up for a Race Committee (RC) boat slot (unless all slots have been filled), Sign up at:
<https://broadbaysailing.org/LCSACalendar>. Boats serving as RC for a race that is cancelled will be rescheduled by the LCSA Coordinator.
- (c) Submitted a valid PHRF rating (from PHRF of the Chesapeake) to the LCSA Coordinator (submitting a link to your boats rating from the PHRF of Chesapeake is required). Request PHRF at: <http://www.phrfchesbay.org/>.
- (d) Any member without a valid PHRF rating will not be scored, with the following exceptions:
 - (1) Proof of application for 2021 PHRF, prior to April 7, 2021 has been provided to LSCA Coordinator.
 - (2) New members, or existing members that have a "new" boat that they have not raced with LCSA before, will be granted upon request, for their first series raced, a courtesy rating from the LCSA Coordinator. There is no redress for assigned rating.
- (e) All requirements to be scored must be met by 5:00 PM the day before the race. (Amendment 2.1)

3. Written Changes to Sailing Instructions:

Any changes to the Sailing Instructions will be emailed to the captains of all registered boats before 5:00 PM on the day before it will take effect.

4. Schedule of Races:

Beginning April 7, 2021 through September 22, 2021, LCSA will race every Wednesday. There will be five series conducted in the LCSA 2021 schedule. Each series will consist of five scheduled races. Races canceled for weather or other reasons will not be scored, but will remain part of the series.

	First Warning Signal	Race 1	Race 2	Race 3	Race 4	Race 5
Series 1	5:55 PM	04/07/21	04/14/21	04/21/21	04/28/21	05/05/21
Series 2	6:25 PM	05/12/21	05/19/21	05/26/21	06/02/21	06/09/21
Series 3	6:25 PM	06/16/21	06/23/21	06/30/21	07/07/21	07/14/21
Series 4	6:25 PM	07/21/21	07/28/21	08/04/21	08/11/21	08/18/21
Series 5	5:55 PM	08/25/21	09/01/21	09/08/21	09/15/21	09/22/21

5. **Classes and Flags:**

There will be three classes, Spinnaker, Non-Spinnaker 1 and Non-Spinnaker 2

(a) Spinnaker Class Flag (any one of the three listed below):

- (1) Class A (code flag "9")
- (2) Class B (code flag "6")
- (3) Class C (code flag "7")

(b) Non-Spinnaker 1 Flag:

- (1) PHRF rating of less than or equal to 170 (code flag "5")

(c) Non-Spinnaker 2 Flag:

- (1) PHRF rating of greater than 170 (white flag)

Boats must stay in the same class for an entire series. Boats must notify the LCSA Coordinator that they are changing class prior to the start of the series. In the absence of such notification, a boat will remain in the class in which it raced in the previous series.

All participating boats must display their class flag on the backstay approximately 5 feet above the transom. If the boat does not have a backstay, the class flag shall be displayed on the starboard rearmost shroud approximately 5 feet above the deck.

A competitor may be protested for not displaying the proper class flag. Upon being protested, she may exonerate herself by taking a one turn penalty. If she does not avail herself of the one turn penalty, it could result up to a DSQ if taken to a Protest Committee.

6. **Scoring:**

The PHRF (CR) Circular Random handicap rating will be used for all races. (Amendment 1)

Each series will be scored according to RRS Appendix A Scoring, except that

- (a) For each class (Spinnaker, Non-spinnaker 1 and Non-spinnaker 2), there will be 2 throw-out races in each series, where 5 races are completed; 1 throw-out if 4 races are completed; and 0 throw-outs if 3 or fewer races are completed (this changes RRS A2).
- (b) For each race, a boat that did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points one more than the number of boats that started the race. "Boats that started the race" shall be defined as the number of boats that checked in with the race committee. (This changes RRS A5.2). (Amendment 3.1)
- (c) Boats not racing in order to serve as Race Committee (RC) shall be scored for that race equal to their boat's average score of non-throw-out races for that series (Example: In a series a boat that places: 1-2-RC-4-5, shall be scored $(1+2)/2=1.5$). RC will not get "credit" towards points, unless at least one boat in their class completes the race.
- (d) Scores for disqualification as a result of a protest hearing (DSQ, DNE) shall not be used as a throw-out. Exception: If the race is abandoned, no boat will receive a score for that race.
- (e) A boat scheduled to be RC shall either serve as scheduled, or find her own replacement. When finding a replacement, the RC will notify the LCSA Coordinator of the change prior to the race start. If she is unable to either serve or find a replacement, she will be penalized in accordance with RRS 44.3(c) (20% penalty) for the next 5 races in which she competes.

Weekly Race scores will be posted on the LCSA Official Webpage at: <https://broadbaysailing.org/LCSAResults>.

7. **Prizes:**

Trophies for the first three places in each series will be given at the LCSA 2021 Awards / 2022 Kick-off meeting to be held in March 2022.

Additionally, boats will be recognized for their class performance in all five series.

- (a) Each boat will be scored based on its best 13 races of the year in the five LCSA series (note: For boats racing in more than one class in different series, the best 13 races will all be in the same class).

- (b) The lowest total in each class will be recognized.
- (c) The RC credit will not apply.
- (d) Ties will be decided by the boat with the most first place finishes in their class. In case of an equal number of first place finishes, scoring shall move to the most second place finishes and so on.

8. Sail Numbers:

To facilitate identifying boats for scoring, all boats participating in LCSA races will have a sail number on at least one sail, preferably on both the headsail and the main sail. Boat owners will provide their sail number to the LCSA coordinator in writing before their first race. All sail numbers on a boat must be the same. Boats not scored because they did not have a sail number or had mismatched sail numbers will not be subject to redress.

9. Racing Area:

All races will be held outside of Little Creek entrance off the shore of the East Beach development.

10. Course Marks

S – Orange Ball drop mark in the vicinity of the RC boat.

J – Yellow buoy off Ocean view beach. Vicinity of N36 56.541; W 76 12.163 (location is shown on many charts as VMRC reef buoy).

K – Red “2” buoy near the entrance to Little Creek channel. Vicinity of N36 56.483; W 76 10.798

L – Green “1” buoy approximately 2 miles north of the Little Creek channel. Vicinity of N36 58.077; W 76 10.068

11. Courses:

Courses shall be posted on the RC boat as indicated by large letters for course marks and numbers for number of laps. Leave RED letter marks to PORT and GREEN letter marks to STARBOARD:

Example 1: K L K S

Example 2: K S x2

12. The Start:

Races shall be started by using the following signals. (This changes RRS 26)

Minutes before starting signal	Visual signal	Sound signal	Means
6	None	5 short	Attention (first start only)
5	Class flag(s) displayed	1 short	Warning
4	Preparatory flag displayed	1 short	Preparatory signal
1	Preparatory flag removed	1 long	One minute
0	Class flag(s) removed/displayed	1 short	Starting signal

The iStart automated starting box may be used for sound signals.

There will be three starts (Non-Spinnaker 2 class followed by Non-Spinnaker 1 class and Spinnaker class). Unless a second or third start is postponed, rolling starts will be used. (Amendment 3.2)

Competitors must check in with the Race Committee and be acknowledged prior to racing. (Amendment 2.2)

13. Starting Line:

The starting line for all classes will be between the "S" drop mark and an Orange Flag on the RC boat.

It is recommended that the start line be approximately 1.5 times the total length of the largest class.

14. Keeping Clear of Starting Area:

Boats are encouraged to remain clear of the starting area as boats are starting. Boats not racing shall keep clear of boats that are racing.

15. Individual Recall:

A boat is over the starting line early if any part of the hull is on the course side of the line when the starting gun sounds. When this happens, flag "X" is flown with one sound. "X" remains flying until all offenders have restarted properly by getting back behind the starting line, but no later than four minutes after the starting signal or one minute before any later starting signal.

Additionally, the RC as a courtesy only, may attempt to announce the "over-earlies" on the radio. (This changes RRS 29.1)

16. Safety/Compliance with Government Restrictions:

Boats racing in or near a shipping channel **MUST** give way to commercial and/or military vessels operating in the channel and are required to **KEEP CLEAR** of those vessels. Competitors **MUST** take evasive action well in advance of any potentially dangerous situation. Communication directly with those vessels via VHF-13/16 is advised.

- (a) Any attempt by a competitor to exercise right of way over, to cross in close proximity to, or to interfere with the reasonable transit of the race area by commercial, military, or other vessels unable to respond readily or restricted in their ability to maneuver will be grounds for protest.
- (b) Should such a protest occur, the burden of proof is on the vessel allegedly interfering to show that she in no way interfered with that commercial/military vessel. Such protest may also be filed by a protest committee as a result of a report received from the offended vessel or local port authorities/pilots; the protest time limit for this circumstance is 48 hours after the time limit of the last race completed.
- (c) As per RRS 42.3(i), if a dangerous situation develops, a boat may use her engine to avoid that situation. No penalty will be assessed, provided she does not gain a significant advantage in the race.

In no way does this instruction absolve any competitor from violation of the Collision Regulations.

17. Shortening Course:

The RC may shorten the course at any time by anchoring at a mark of the course, displaying Flag "S", with two sounds as the first boat approaches. RC will replace the Blue Flag mounted on his boat with Flag "S". Boats shall finish by passing between the RC boat (Flag "S") and the mark in the direction from the previous mark.

If there are multiple laps, the RC may shorten course at the Start/Finish line, displaying Flag "S", with two sounds as the first boat approaches. RC will replace the Blue Flag mounted on his boat with Flag "S". Boats shall finish by passing between the RC boat (Flag "S") and the "S" drop mark in the direction from the previous mark.

18. The Finish:

The last letter on the course board will be "S". The finish line shall be the line between the "S" mark and the Blue Flag on the RC boat. Regardless of the color of the "S", all boats shall finish from the course side of the finish line.

If course has been shortened, boats shall finish from the course side between RC boat and designated mark.

While not required, the RC should consider adjusting the finish line so that it is roughly perpendicular to a line drawn from the RC boat and the last mark before the finish.

Any boat that does not finish within two hours after their class start will not be scored. (This modifies RRS 35.)

19. Protests and Requests for Redress:

Boats shall inform the RC of their protest at the time of the protest or as soon as possible after finishing or retiring by voice or by radio. The protestor shall ensure that the Race Committee acknowledges the protest. (This modifies RRS 61.3.)

- (a) Protests shall meet the requirements of RRS 61.2. and be reported to the LCSA Coordinator on the night of the race by e-mailing LCSA@broadbaysailing.org,
- (b) The time limit to send this protest email to the LCSA Coordinator is four hours and 30 minutes after the last start. (This modifies RRS 61.3.)

Before a protest hearing is scheduled for an alleged violation of the RRS, the LCSA Coordinator or designee will set up a meeting between the parties to attempt to mediate the protest. If agreement can be reached, the protest can be withdrawn, or one or more of the parties can accept a 50% scoring penalty. (This modifies RRS 63.)

Protest hearings shall be scheduled by the LCSA Coordinator, or their representative. The protest committee shall be appointed by the LCSA Coordinator. Should the LCSA Coordinator be a party in the protest, they may transfer some or all of their duties concerning the protest to the BBSA Racing Fleet Captain.

20. Radio Communications:

All boats must have a working VHF and should monitor VHF-72 thirty (30) minutes before the first warning until racing is completed for that evening.

(a) Between the Courtesy and the Warning Signal, the RC may announce:

- (1) Cancellation of racing due to bad weather or other factors.

(b) While racing, the RC may announce:

- (1) Boats who are "over early".
- (2) Shortening of the course.
- (3) Abandonment of racing.
- (4) Cancellation of racing due to bad weather or other factors.

Failure of the RC to provide a radio announcement or failure of a boat to receive a radio announcement will not be considered grounds for redress.

To facilitate proper radio communications, boats are urged to limit use of VHF-72 to emergency communication with the RC and early retirement from the race.

21. Weather cancellations:

This decision will be made based on the judgment of the RC and the decision is not subject to redress.

Cancellations while racing will primarily be by VHF-72, and Code Flag N with three sounds.

RC should cancel the race whenever he/she thinks it will be unsafe, or when there is a high probability of damaging boats because of the weather. Sustained winds of 20 knots or greater on the race course will be grounds for cancelling the race.

22. Disclaimer of Liability:

Competitors participate in a race entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any race. The safety of a boat and its crew is the sole responsibility of the person in charge of the boat. The person in charge must ensure that the boat is sound, seaworthy, and manned by a competent crew of appropriate number for the boat. By participating or intending to participate in an event conducted under the rules, each competitor and boat owner agrees to accept these rules.

The person in charge of each boat shall ensure that all competitors in the crew and the boat's owners are aware of their responsibilities under RRS 4.

23. Race Committee:

The Race Committee Equipment (to include an iStart automated starting box, signal flags, course board, orange drop mark and anchor, and RC Bag) will be located in a locked dock box located at Bay Point Marina, on A Dock, in front of Slip A8. Those serving as RC should return the equipment immediately after the race that they served as RC. After returning the equipment they should email or text the LCSA Coordinator that the equipment is returned and they should identify any discrepancies or shortfalls in the RC equipment. Combination to the Dock Box will be provided separately. (Amendment 2.3)

The Race Committee should deliver the scoring sheet to the LCSA Coordinator or the designated representative by either

- (a) Hand-delivery at a mutually agreed location or
- (b) Sending a text photo or e-mail with a photo of the results to the LCSA Coordinator LCSA@broadbaysailing.org or designated representative. (Recommend the RC keeps the scoring sheet for 24 hours, in the event of accidental loss).

24. Insurance:

Each skipper of a participating vessel, by entering a LCSA sponsored race, certifies that the vessel they captain is insured for racing with valid third-party liability insurance, with a minimum coverage of \$100,000 per event or the equivalent.

25. Safety Measures in Response to COVID-19

Deleted (Amendment 2.4)

LCSA Coordinator:

Andy Spittler LCSA@broadbaysailing.org

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector Virginia

200 Granby Street, Suite 700
Norfolk, VA 23510-1888
Staff Symbol: spw
Phone: (757) 668-5580
Fax: (757) 668-5514

16750

Jay Thompson
Broad Bay Sailing Association
1417 Shovelier Ln.
Virginia Beach, VA 23454

Dear Sir:

I have received your Application for Approval of Marine Event, Form CG-4423 in which you requested approval for the BBSA Little Creek Racers Wednesday Night Series, beginning at 4:30 p.m. and ending at 9:30 p.m. held every Wednesday night beginning April 7, 2021 until August 11, 2021. I have reviewed your application and determined that the proposed event does not require a Coast Guard Marine Event Permit, as outlined in 33 CFR Part 100, in that the event does not introduce any extra or unusual hazards that would jeopardize the safety of human life on the navigable waters of the U.S. For this reason, a Coast Guard Permit for Marine Event, Form CG-4424, is not required.

You are reminded that, while no Coast Guard permit is required, you must comply with all existing Federal, State, and local laws and other requirements that may impact your ability to hold your event as proposed. You should take appropriate action to ensure compliance with all such requirements prior to holding your event. Although no Coast Guard permit will be issued at this time, it is your responsibility to contact this office if there are any changes to the event, including the number of participants and/or expected spectators, location, or any other significant changes that may necessitate reconsideration as to whether a permit is required.

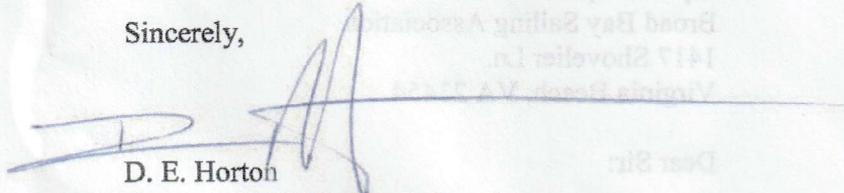
I sincerely appreciate your proactive effort in bringing this marine event to my attention. Because of the dynamic nature of the waterway, boating, and maritime activities, the Coast Guard carefully considers the totality of the risks associated with each event on a case-by-case basis when determining whether a permit is needed. Although a Coast Guard Permit for Marine Event, Form CG-4424, is not required for this occasion, you should continue to submit an Application for Approval of Marine Event, Form CG-4423, for this, and any similar events, you may sponsor in the future.

Furthermore, nothing in this determination is intended to restrict the Coast Guard's ability to take action authorized under the Ports and Waterways Safety Act, the Magnusson Act, or other authorities to ensure the safety of vessels and waterfront facilities, and the protection of the navigable waters and the resources therein. Such actions could include promulgation of Regulated Navigation Areas or Limited Access Areas, broadcasting safety notices or disseminating safety flyers, or other actions taken under the authorities granted the United States Coast Guard. ENCLOSURE (4) to COMDTINST M16751.3

The decision that your proposed event does not require a Coast Guard permit in no way implies that the event is without risk or deemed completely safe, nor does it imply that the Coast Guard has "approved" the event. As the event sponsor, you are still responsible for the overall safety of the event and obtaining any appropriate permits from other Federal, State, or local authorities.

Please contact our Marine Events Coordinator at telephone number (757) 668-5580 or e-mail viriniawaterways@uscg.mil if you have any questions.

Sincerely,



D. E. Horton
Commander, U.S. Coast Guard
Chief, Prevention Department
By direction

Copy: CG Sector Virginia (sr)
CG Sector Virginia (sre)
CG STA Little Creek

LCSA Race Committee Duties

6 people recommended:

1 - Line Sighter - stationed at the shroud to which the orange flag is tied. The orange flag should be tied on the shroud on the side of the boat closest to the start mark. Ideally, this person has a handheld VHF with which to notify boats that are over early.

2 - Individual/General Recall Flag Person - to signal over early boats and watch them come back to restart.

3 - Recorder - writes down over early boats and helps recall flag person track each boat's restart status.

(these 3 people are stationed at the shroud for easy communications)

4 - Time Keeper / Horn Blower keeps the official starting and finishing time (same watch for both starting and finishing) and makes the audible (horn) sounds for the starting sequence.

5 - Prep Flag person raises and lowers the prep flag

6 - Fleet Flag person raises and lowers the fleet flags
(these 3 stay together, usually towards the back of the boat, for easy communications)

with 5 people:

combine positions 2 and 3

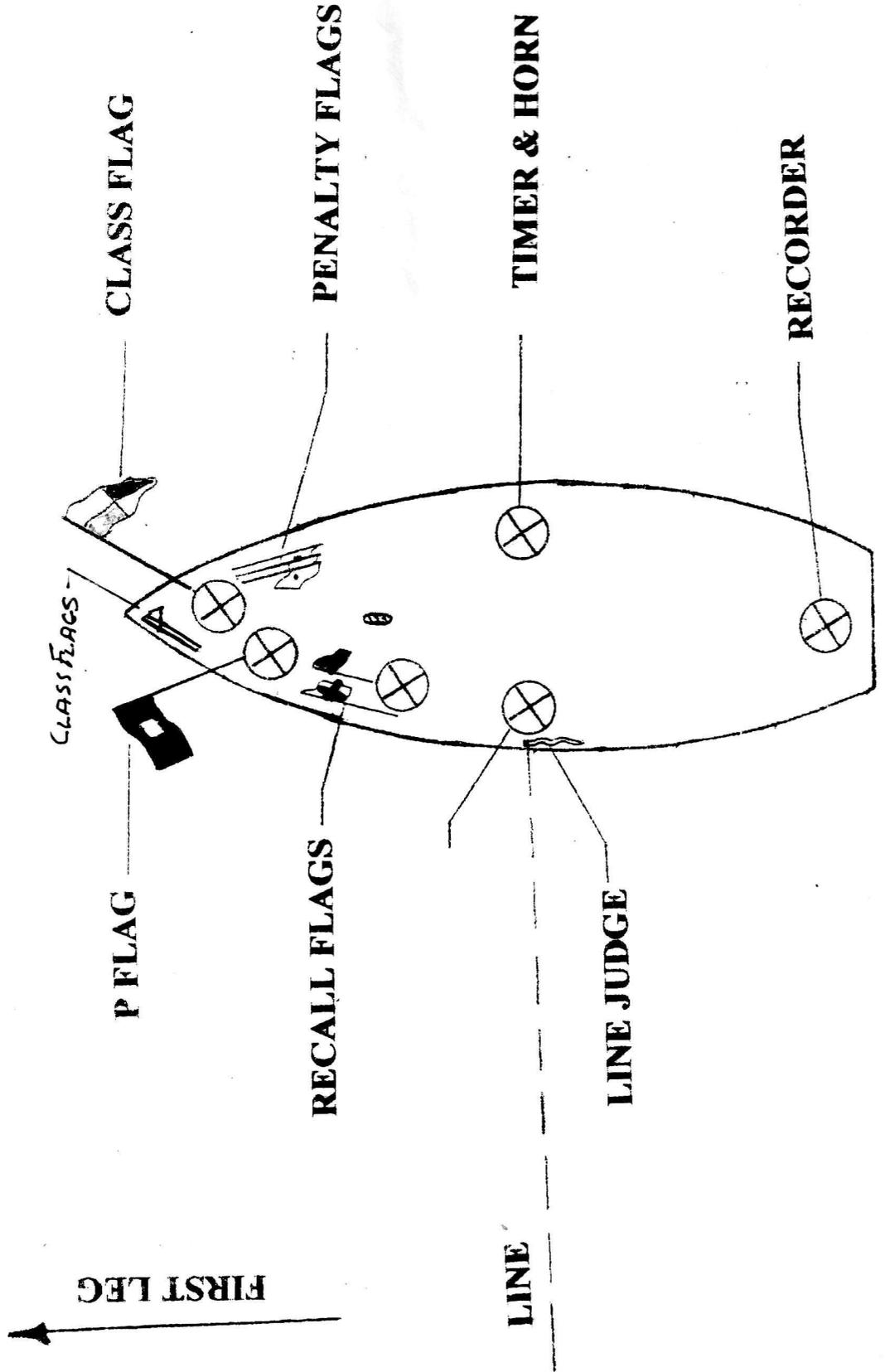
with 4 people:

combine positions 1, 2, and 3

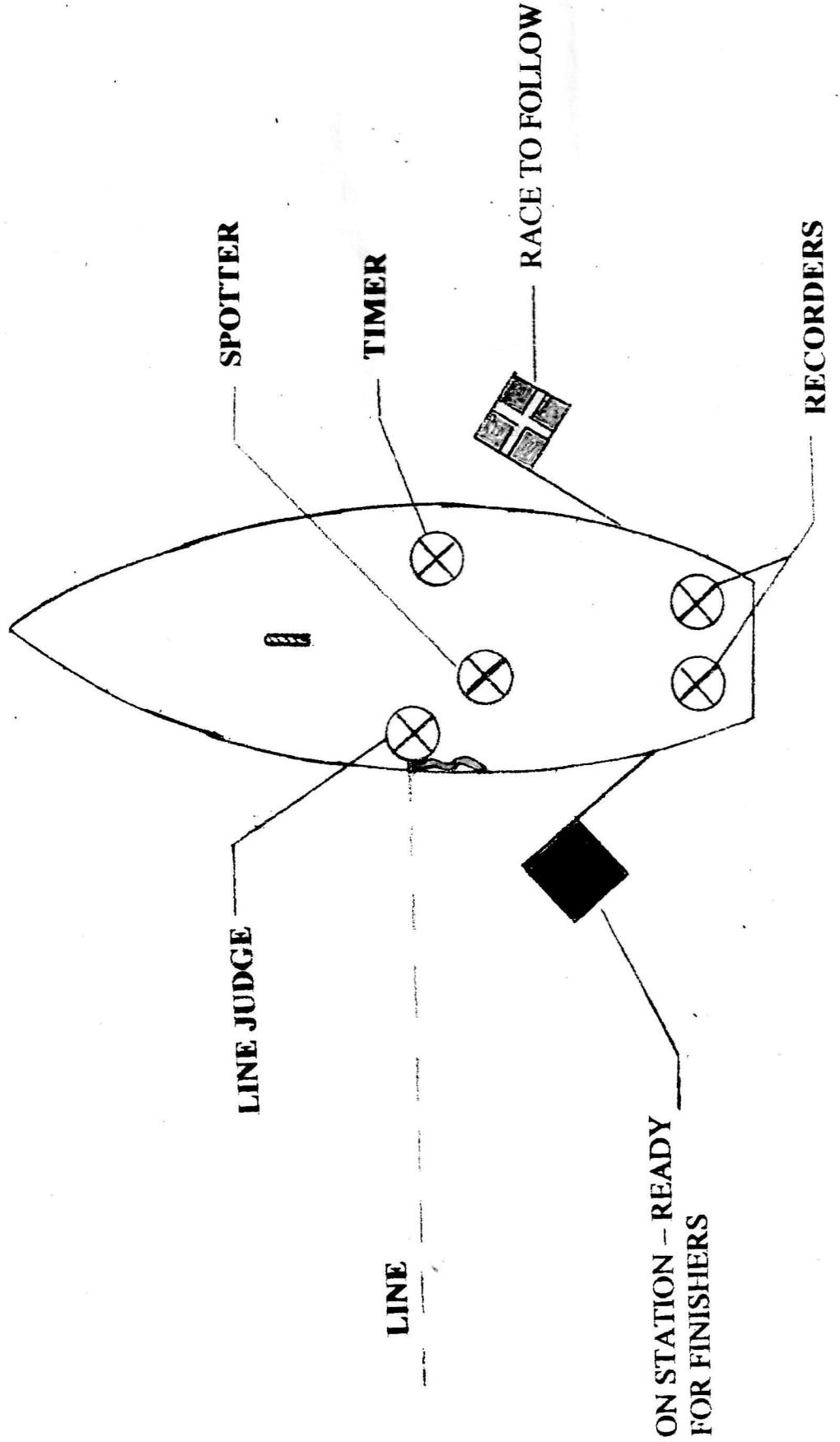
with 3 people:

combine positions 5 and 6

START LINE COMMITTEE BOAT SET-UP



FINISH LINE
COMMITTEE BOAT SET-UP

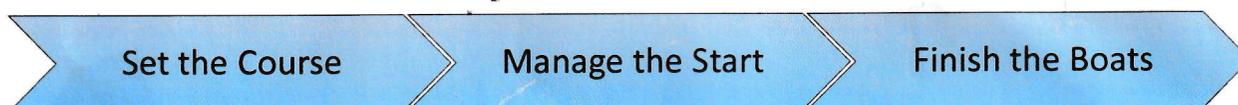


MAKE SURE YOU HAVE THE RACING RULES OF SAILING BOOK ON YOUR BOAT WHEN YOU ARE THE COMMITTEE BOAT

"C.Y.A. in case a friendly race gets ugly"

What you need on your boat:

- 1) *Racing Rules of Sailing Book*
- 2) *Range Finder or GPS*
- 3) *Hand Bearing Compass*
- 4) *At Least 4 People; Preferably 5 People*
- 5) *Flags*
- 6) *Horn*



Setting the Course

Key Things to Consider

1. Set the Course Based on the Slowest Boat in the Fleet.
2. Length of the Start Line

Guideline: "1 to 1.5x's the aggregate length of the longest fleet"

Ex. If Non-Spinnaker II has the most boats...and there are 15 boats...and the average size of the boats are 30 ft., then the starting line should be between $(15 \times 30 =)$ 450 ft. and $(15 \times 30 \times 1.5 =)$ 675 ft.

Tips:

- *"All else equal, longer is better. People complain if the length is too short...not if it's too long."*
- *"On a light air day, you can have a shorter line; the heavier the breeze, the longer you should make the line."*
- *"Try to reduce any advantages. Longer lines mean people in a 'favored' position will get too much of an advantage."*
- *"Shorter line = more skill involved. You want to involve a degree of skill...so don't make the line too long."*

Q: How do I determine the length of my start line?

A: Two common ways:

- 1) Invest in a range finder.
- 2) Use "man overboard" button on GPS when dropping the starting mark (buoy).

3. Positioning of the Start Line

Guideline: "The line should be 'square' to something".

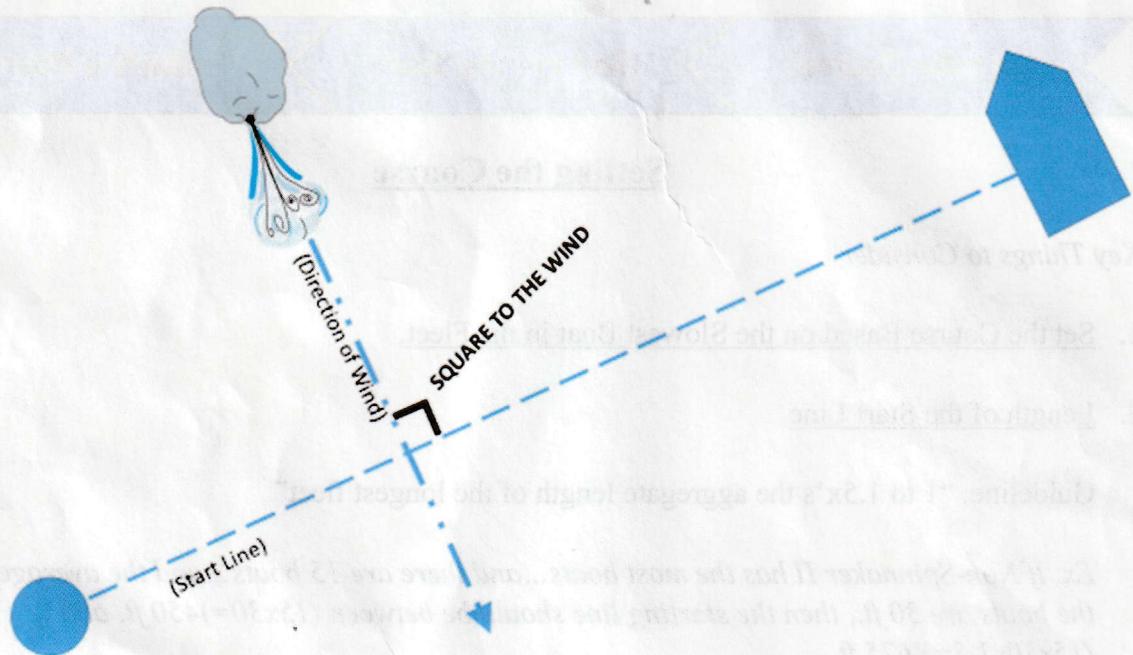
Ex. Make sure the starting line is at an angle to something that makes the start make sense.

This is usually either 'square to the wind' or 'square to the first marker'.

Option 1: Square to the Wind

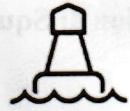
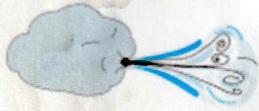
- Drop your starting mark
- Read the wind
- Position your boat so the imaginary line between the mark and your boat is square

Ex. If you have an upwind start, it makes sense to make the start square to the wind.

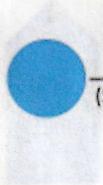


Tip:

- "Use a hand-bearing compass to do this. Motor upwind, looking through the compass, until you are square"

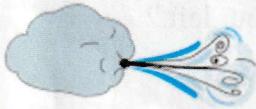


Problem: Heavily favored position because of the wind



(Start Line)

SQUARE TO THE MARK



Solution: Skew the mark to reduce the amount of upwind favor



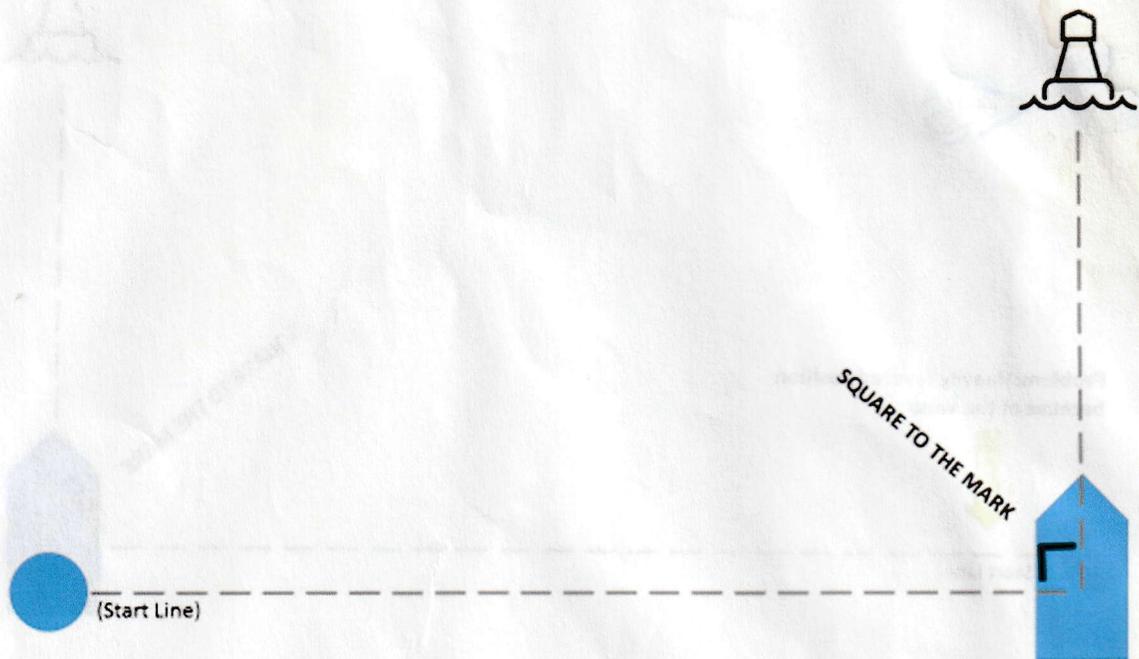
(Start Line)



Tips:

- "Know your anchor. You may need to anchor your boat ~5° off of 90° 'square' point... as the anchor sets, you'll drift into 'square'."
- "The ultimate goal of setting the start line: Create a line (by setting the length and angle) that doesn't have a favored end. At the very least, you want the mark to be the favored end... not your boat. (It's better that boats jockeying for favor crash into each other or the mark rather than your boat!)"

Option 2: Square to the First Mark (Most Common)



Guideline: “As per rules, you want your boat on the right hand of the line. In other words, as the boats are traveling to the first mark, you want them passing on your left.”

Tips:

- *On a reaching start, everyone will fight for an upwind position (the favored position). So you can position the starting line (by skewing the line from 'square') to reduce the amount of 'favor' at the start”*

Managing the Start

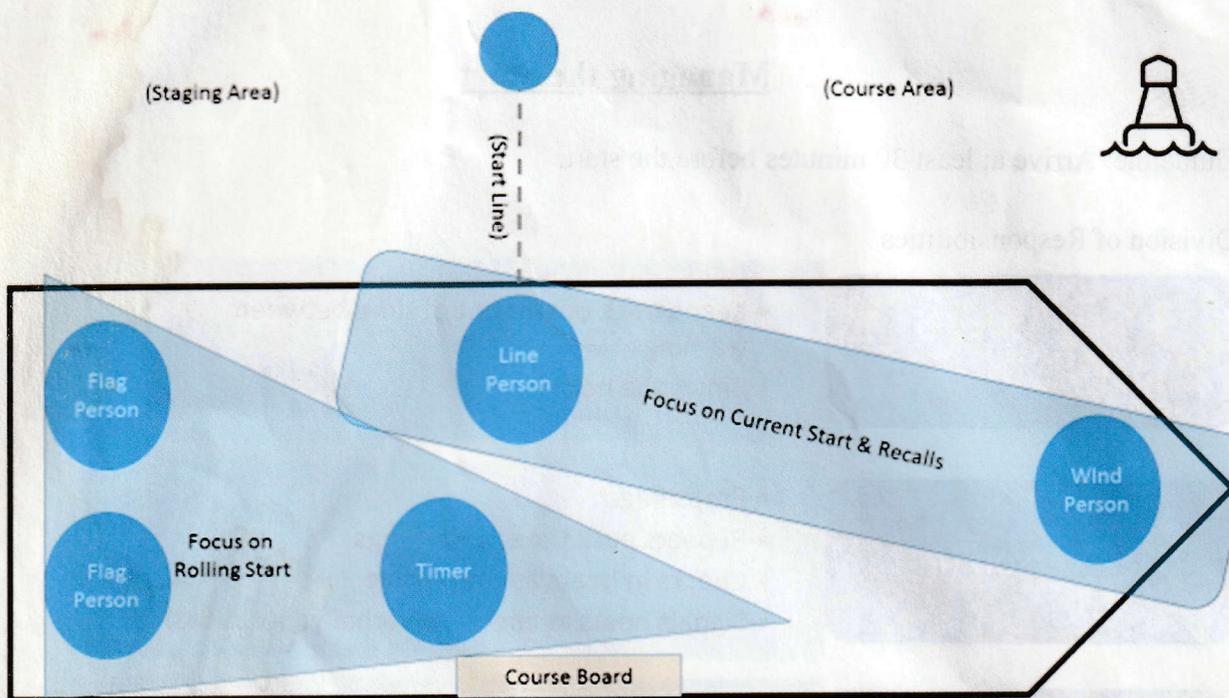
Guideline: Arrive at least 30 minutes before the start.

Division of Responsibilities

Timer	<ul style="list-style-type: none">• Keeps track of amount of time between warnings• Blows the horn
Flag Person (#1)	<ul style="list-style-type: none">• Preps flags• Repeats back timer's warnings• Checks in boats as they arrive• Signals boats at check-in (verbally; not radio)
Flag Person (#2)	<ul style="list-style-type: none">• Raises flags
Wind Person	<ul style="list-style-type: none">• Checks the wind from bow of the boat• Handles "Over Early" calls (blows horn and signals recall flag)
Line Person	<ul style="list-style-type: none">• Calls the line

Tips:

- "Use 'GPS Time' to start the race."
- "Flag people should be in the back of the boat (so racers can best see the flags)"
- "Stagger the flags (to make them easier to see)"
- "Once the warning signal has been sounded, don't use the radio to signal anything related to the start...you don't want to ruin the strategy. Stick to horns and flags."
- "Place course board on the opposite side of the start line. This way, boats can check in without impeding racers."



Tips:

- "Once the prep flag is raised, you're officially 'racing'. From this point forward, everything can be protested/penalized."
- "If a boat is protested for a 'right of way' rule infraction, the penalty is an 'immediate 2-turn penalty'."
- "As race committee, you decide whether you want to pause and start the second fleet a few minutes after the first fleet or if you want to do a rolling start (where one fleet's start is the other fleet's warning)."

Mistakes / Postponement

- "If you make any mistakes (wrong flag, wrong horn, barge crossing course, etc.), blow 2 long horns and raise the postponement flag. Then, tell fleet over the radio. When you're ready to try again, restart at the beginning of the start sequence (not where you left off)."
- "Usual sequence for restarting: Over the radio, say, 'The AP Flag [Postponement Flag] is coming down in about 1 minute'. Then lower flag. 1 minute later, signal the "Warning" and raise the Class Flag."
- "If you make a mistake, it's better to start over than to confuse people...use the Postponement Flag."
- "If you raise the Postponement Flag, this only applies to the boats in the starting sequence. Boats that have already started are unaffected."

- *"The absence of a sound signal should be disregarded. In other words, a wrong signal needs to be corrected (by postponement). But if you forgot to blow a horn (or the horn malfunctioned), as long as the flags are right, you don't have to fix it."*
- *[Concerning forgetting to blow a horn or a malfunctioning horn...assuming the flags were correct] "The closer to the start, the more likely someone will get upset about postponement because they were in shape for a great start. So if you miss a horn early in the sequence (and you think people are confused), as a courtesy, it's probably best to postpone the start. But if the horn issue occurs right before the start, it's probably better to continue with the start (no postponement)...as long as the flags were correct."*

Protests

- *"The Race Committee NEVER disqualifies boats. Only the 'Protest Committee' can do this. If the race committee sees a violation, they should protest...but otherwise, proceed as normal (i.e., keep scoring the boat)."*

Recalls

- *"If (any part of) a boat is over the starting line early, the boat must get the full boat behind the line and start again. It doesn't matter how you do it... (around the bouy vs. reverse through start line and turn around)...as long as you end up with the full boat on the staging side of the course and then restart through the start line."*
- *"The Recall Warning means 'somebody was over early'. It is the responsibility of the boat to know whether they were early and do the penalty."*
- *"The Race Committee shall **attempt** to contact boats over the radio...but ultimate responsibility lies with the rule-breaking boat."*
- *"If the boat doesn't return and restart, Race Committee should still score the boat. Just label it 'OCS' for 'Over Course Start'."*
- *"If multiple boats are OCS, raise the Recall Flag. The flag should stay up until the last of the boats return...once the last boat re-enters the staging area, the flag can go down. OR...if there is another fleet getting ready to start, the Recall Flag stays up for 4 minutes and is then taken down (you don't want the recall flag to stay up for the start of the next fleet because it can confuse the racers)."*

Finishing the Boats

Guidelines: A boat is finished when any part of the boat crosses the finish line [in the direction from the previous mark]. In other words, you can't go past the finish line and cross it moving towards the previous mark.

Division of Responsibilities:

- 1 Sight Person (toots horn at finish)
- 1 Timer (announces time)
- 2 Independent Recorders (documents times)

Tips

- *"To C.Y.A., record the finish. Some audio record the starts/finishes. Others video record."*
- *"Record Everything! Even if a boat misses the start or misses a mark (or finishes by crossing the line from the wrong direction), still track the information. But indicate the penalties in the notes section."*
- *"Record boats in the order of finish (don't pre-list the boats)."*
- *"In the notes section, make a note if a boat is flying the protest flag (red flag) when it crosses the finish."*
- *"All protests should be sent to the Race Committee boat and the Race Committee boat should forward all protests to Randy."*
- *"Sometimes, a boat will finish more than once. (E.g., it might finish, then exonerate itself from a penalty, then finish again). Always record both finishes (along with notes to indicate 1st finish, 2nd finish, etc.). Let the Protest Committee figure it out."*
- *"If multiple boats finishing close together, it might be best to have one recorder focus on getting the boats' names in order of finish and the other focus on getting the finish times...can aggregate results after the race."*
- *If a boat crosses the finish outside the mark or crosses in the wrong direction, still record finish time. But in column, write, 'DNF'."*
- *"The String Rule" Applies to finishes (but not starts). If you cross in the wrong direction, you have to "unwind the string" in order to have a legal finish."*
- *"Take a picture of the scoring sheet before turning it in. Keep this copy just in case."*

Shortening the Course

- *"If the wind dies, you can shorten the course. Move the race committee boat to a rounding mark. You can't just pick a random spot. If the course changes, the finish has to be at a rounding mark."*
- *"If you move to a new mark, make sure to anchor the boat on the side of the mark that doesn't change the racers' approach to the mark. The key is to make sure that whether the racers know the course has been changed or not, they will still finish (and in the right direction)."*

- *"The absence of a sound signal should be disregarded. In other words, a wrong signal needs to be corrected (by postponement). But if you forgot to blow a horn (or the horn malfunctioned), as long as the flags are right, you don't have to fix it."*
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- *“There is a specific ‘Shortened Course’ flag to display on the Committee Boat. The flag replaces the orange Finish Flag. So remove orange Finish Flag and use Shortened Course flag.”*
- *“2 long horns signals a shortened course. You should do this when the first boat is approaching the new finish. You can also make a courtesy announcement on the radio.”*

Repositioning

- *“After the start, you may want to reposition the Race Committee boat (don’t move the mark buoy) in order to create a finish line that allows racers to clearly finish from the direction of the last mark.”*

Abandoning the Race

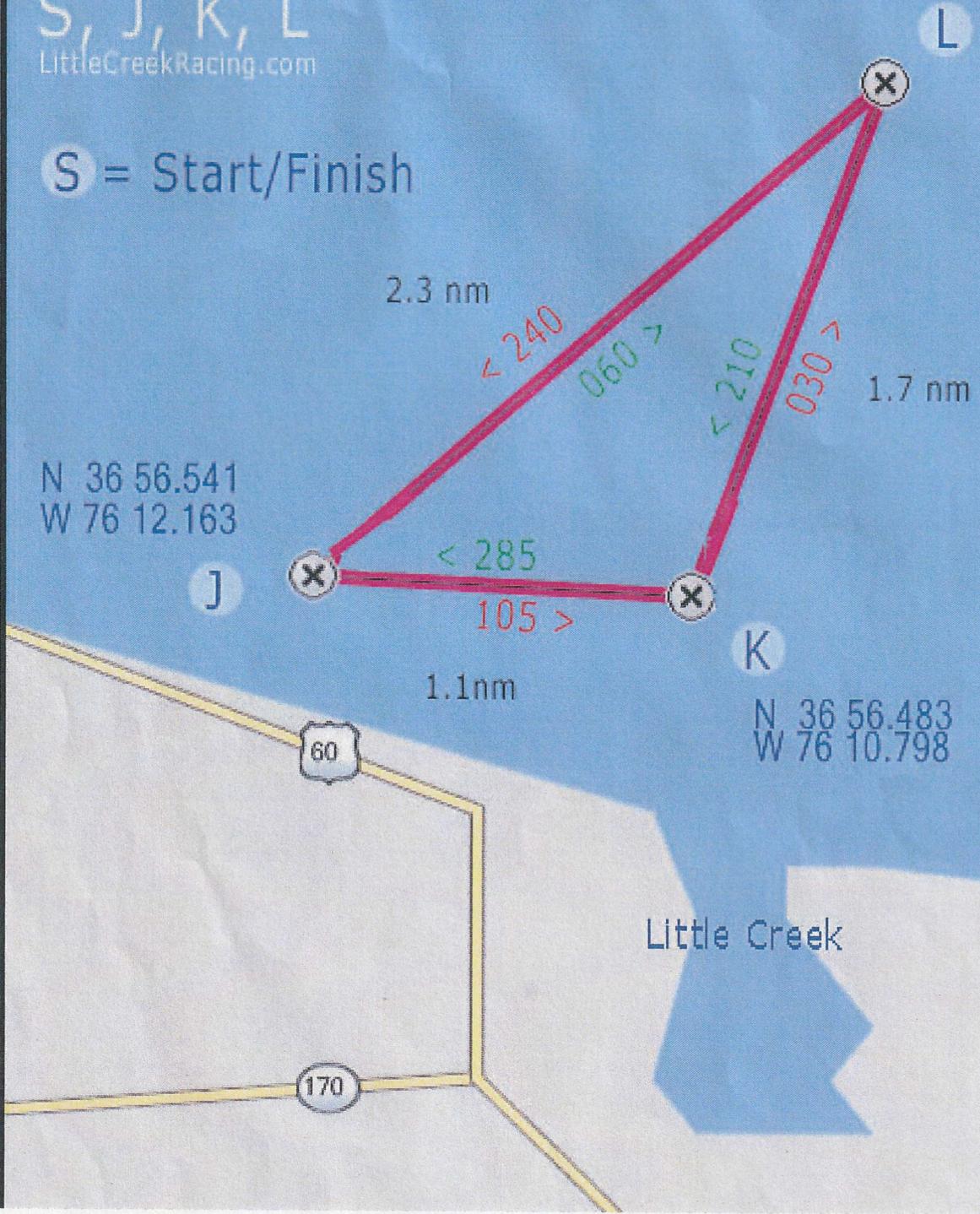
- *“3 long horns means the race is done. Display the “N” flag or the “N” over “A” flag to signal racers. This tells racers: ‘Abandon the race and go home’.”*

Little Creek Racing Bouys

S, J, K, L
LittleCreekRacing.com

N 36 58.077
W 76 10.068

S = Start/Finish



LCSA RACE COMMITTEE SCHEDULE OF EVENTS

BEFORE RACE DAY:

1. Pick up RC Gear from dock box (located slip A8 / Bay Point Marina).
 - a. Contact LCSA Coordinator for Combo.
2. The night before, confirm your crew availability.
 - a. Review the LCSA Race Committee Duties
 - b. Review the Start Line Committee Boat Set-up.
 - c. Review the Finish Line Committee Boat Set-up
 - d. Review the LCSA Race Committee Starting Sequence Worksheet.
3. Check the weather forecast.
 - a. Plan a course based on forecasted wind speed and direction.
 - b. The Little Creek Racing Buoys flyer can help you visualize.

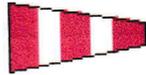
RACE DAY

1. Have boat loaded with gear and food early so that you can attend to last minute details.
2. Be ready to leave dock at a time that allows you to be at the starting area at least one (1) hour prior to the scheduled start
3. On your way out, assign duties to your crew if you haven't yet done so.
 - a. Refer to LCSA Race Committee Duties.
 - b. Refer to Start Line Committee Boat Set-up.
4. As boats approach the starting area, have someone check them off on the Boat Check-in Worksheet.
5. Confirm weather still supports planned course.
 - a. Adjust planned course as necessary.
6. About 30 minutes or so before the first start, set start line and post course.
 - a. Get crewmembers in positions.
 - b. Review the LCSA Race Committee Starting Sequence Worksheet
 - c. Review the If Something Goes Wrong flyer.
7. At the appropriate time, begin the starting sequence.
8. After all the boats have started, you can relax a little, but keep continue to monitor the wind strength and direction.
 - a. Keep track of the leaders in each class, and think about your options.
 - b. Don't move the RC boat except to shorten course or better align the finish with the direction of the last mark.
9. Knowing the course length, class flags, and start times will assist you in filling out the LCSA Scoring Worksheet.
10. Set the boat up for the finish.
 - a. Review Finish Line Committee Boat Set-up.
11. Record finish times in the order of finish on the LCSA Scoring Worksheet.
 - a. Do not pre-fill the LCSA Scoring Worksheet. When you record the boats in order of finish it is less likely to score a boat incorrectly. If possible, have two crew recording finish times.
12. After the last boat finishes, pull up the start mark and head for home.
13. Keep hard copy in RC binder, send electronic copy to LCSA Coordinator.
 - a. Notify the LCSA Coordinator of any protests.
14. HAVE A DRINK... YOU DESERVE IT!!!
15. Inventory RC Kit. Notify LCSA Coordinator of any discrepancies.
16. Return RC Kit to dock box (located slip A8 / Bay Point Marina).

IF SOMETHING GOES WRONG

FIRST - Take a deep breath and RELAX!

If a mistake was made during the sequence, raise the Postponement Flag (Red & White Flag) and sound 2 horn blasts.



Then:

- ****Decide which class you need to start and get that flag ready (Spin/Non-Spin1 or Non-Spin2)**
- **On an even minute, lower the Postponement Flag and sound 1 horn.**
- **1 minute later – raise the Spin/Non-Spin1 or Non-Spin2 class flag + Horn**
- **1 minute later – PREP Up + Horn**
- **3 minutes later – PREP down + LONG HORN**
- **1 minute later – Class Flag down + Horn (starts class - note the time on the score sheet)**
- **Continue with next starting sequence as necessary.**

OTHER SIGNALS AND THEIR USE

INDIVIDUAL RECALL



Raise this flag with one horn blast if there is a boat or boats that are over the starting line early. Lower flag when all boats that were over early have come back to the pre-start side of the starting line and restarted. If the over early boats have not come back, flag should be lowered no later than 4 minutes after the start (or with the lowering of the prep flag for the next rolling start). Note all boats that were over early and which ones came back to restart.

GENERAL RECALL



Raise this flag with 2 horn blasts if there are so many boats over early that it is too difficult to identify the individual over early boats or if a mistake was made at the end of a sequence (such as lowering the class flag too soon). Continue at the above ** directions as if Postponement flag was used (including horns as instructed).

SHORTEN COURSE



Raise this flag with 2 horn blasts if you decide that there is insufficient wind for the boats to finish the course before the time limit. Course can be shortened at any mark. Position R/C boat at the mark at which the course will be shortened and anchor 'outside' of the turn (for instance, if the mark rounding is to starboard, so you should be on the 'left' of the mark from the perspective of the boats coming to finish with the line perpendicular to the course from the previous mark). The new finish line will be between the Shorten Course flag (now positioned at the shroud) and the mark (take down the orange flag).



THE BASIC SAILBOAT RACING RULES ALL RACERS SHOULD KNOW

In MAST sailboat racing there are no out-of-bounds lines on the floor or referees to call fouls. The rules are self enforced and administered within the fleet. A basic understanding of just a few important rules will help ensure that everyone has fun and gets home safe.

The specifics of the sailboat racing rules are mind-numbingly detailed and written to cover all potential incidents. **DON'T WORRY** - You do not need to know everything about the rules to go out and have fun and be safe. By reading and understanding the following rules and terms, you should be able to get around the course without fouling another boat or causing an accident.

These rules should only be thought of as a beginning!

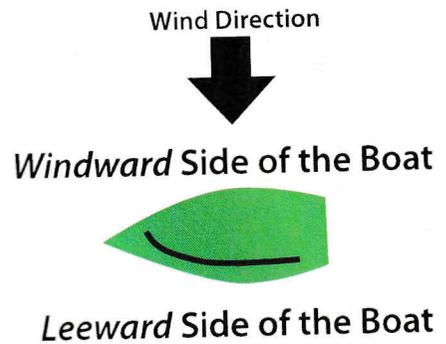
To get an official copy of the complete rules, join US Sailing at www.ussailing.org Members receive an official copy of the current rules as a membership benefit. For a plain language discussion of the rules, look into purchasing Dave Perry's book entitled "*Understanding the Racing Rules of Sailing*" at the same site.

BASIC TERMS

Starboard Tack vs Port Tack



Windward vs Leeward



Right-of-Way

When one boat has the *Right-of-Way*, the other boats is required to *Keep Clear*.



Green Boats
Have "Right-of-way"

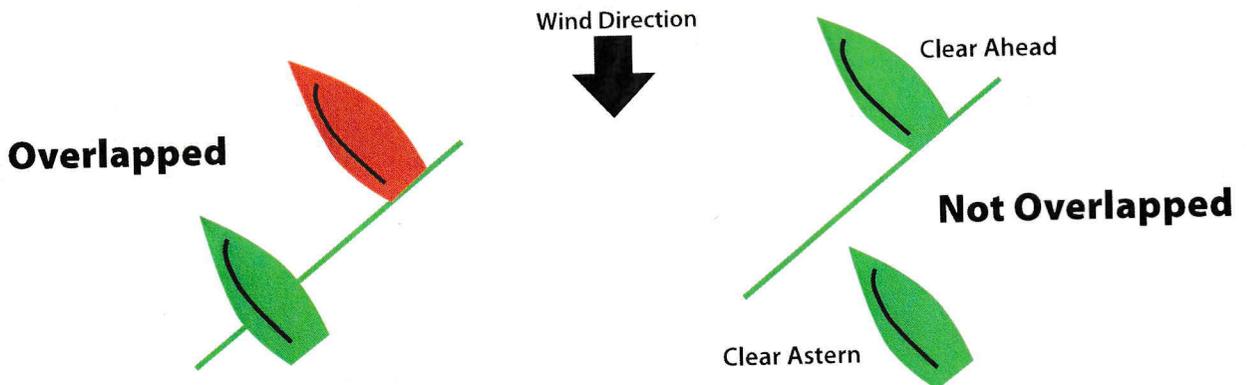


Red Boats
Must "Keep Clear"

Avoiding Collisions - All boats are required by rule to avoid a collision if possible!
Right-of-Way is no excuse to cause a collision.

Overlapped Boats

A boat *Overlapped to Leeward* has *Right-of-Way*. Overlaps are established from the transom.



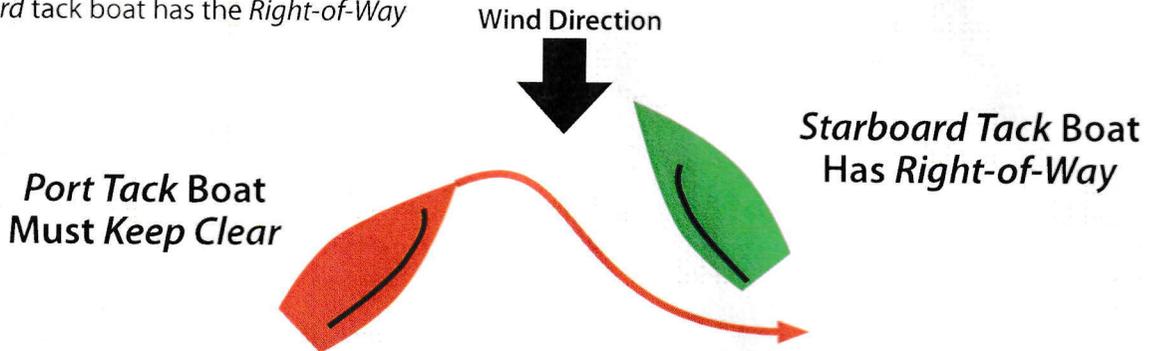
Other Terms Used In This Discussion

- Close Hauled** - A boat sailing as close to the wind direction as possible
- Head-to-Wind** - A boat pointed straight into the wind. Sails will be luffing.
- Inside** - A boat positioned between the mark and another boat
- Outside** - A boat positioned with another boat between them and the mark
- Proper Course** - The course a boat would sail to get to the next mark as quickly as possible
- Room** - The space a boat needs to maneuver properly given conditions

BASIC RIGHT-OF-WAY SITUATIONS

Two Boats Converging on Opposite Tacks

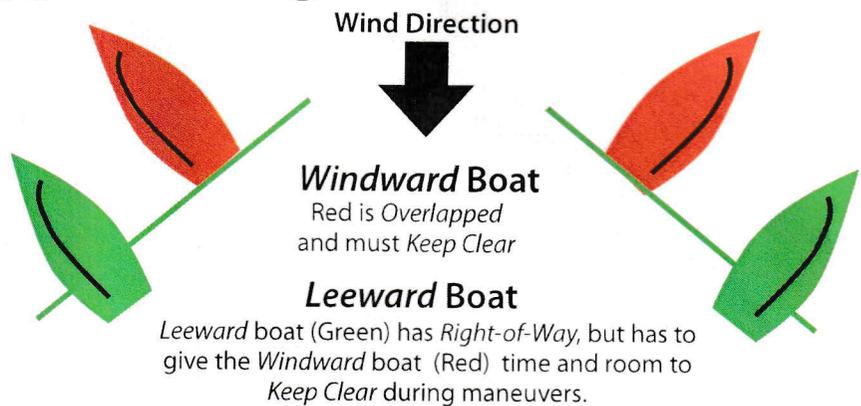
A Starboard tack boat has the *Right-of-Way*



Two Boats Overlapped Sailing On the Same Tack

Leeward boat has the *Right-of-Way*

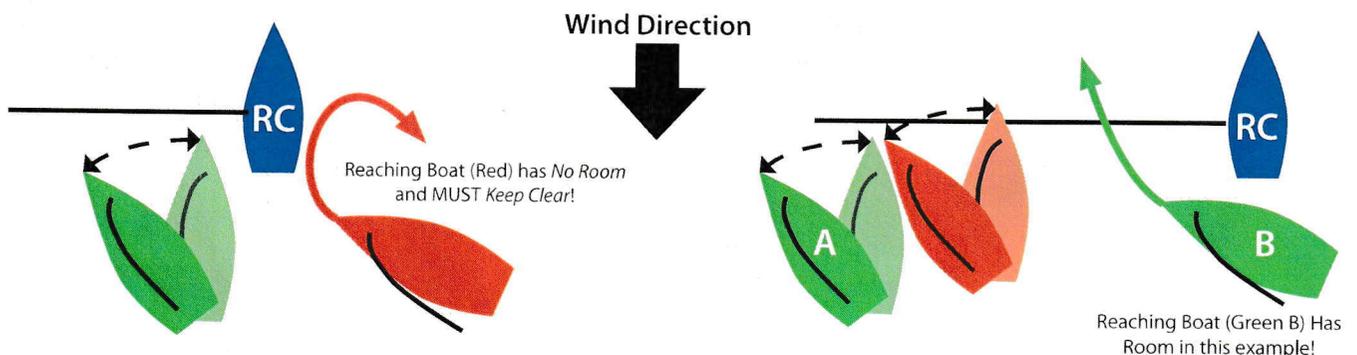
NOTE: This Rule applies for two boats near each other on the same tack. However, remember that any approaching Starboard Tack boat will have *Right-of-Way* over all Port Tack boats



No Barging at Start

A Leeward boat has *Right-of-Way* at the start and is allowed to sail above her *Proper Course* to shut-out any boat heading into the start before the start signal. After the start signal, the *Leeward* boat must assume her proper course.

Basically, any boat to leeward that you can potentially hit should be considered a brick wall.



REACHING BOAT (RED) IS BARGING!
Before the start signal, Green has the right to go "head-to-wind" and force a *Windward Overlapped* boat (RED) over the start line or into a position that it must avoid the Committee Boat or Start Mark by turning away.

LEEWARD BOAT (GREEN A) HAS RIGHT-OF-WAY RED MUST KEEP CLEAR OF GREEN A!
Green A has the right to go "head-to-wind" to force Red over the start line before the start signal. Green A is not close enough to committee boat to shut-out Green B.

WHAT TO DO IF A FOUL OCCURS

IF YOU ARE FOULED

1. Avoid Contact!
2. Hail the word, "PROTEST" to the boat that you believe created the foul.
3. Raise a Red Protest Flag somewhere visible from your stern
4. At the finish, notify the Race Committee that you plan to issue a protest giving the name and/or sail number of the offending boat.
5. Once onshore, find a MAST official to discuss what actions will be taken.

IF YOU FOUL ANOTHER BOAT

1. Avoid Contact!
2. If you believe you fouled another boat, get clear of all other boats and do two complete circles in the same direction. Once the circles are complete, you can rejoin the race without further penalty.
3. If you do not think there was a foul, continue sailing the race with the understanding that you are racing under protest. Once the race is complete, MAST officials will determine which boat was correct based on eye witness accounts and then determine an appropriate action.

IF YOU HIT A MARK

1. Get Clear of all other boats and complete one full 360° circle.

NOTE - You have NO rights over any other boat during the time you are doing penalty circles. Make sure you are clear in both time and distance from all other racers before starting your circles.