



Atlanta Yacht Club ILCA / Laser
Frostnip Series
November 19, December 3 & 10, 2023

Organizing Authority Atlanta Yacht Club & Laser Fleet 116
7120 Yacht Club Drive, Acworth, GA 30102

Sailing Instructions

1. Rules

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

2. Changes to Sailing Instructions

- 2.1 Any changes to the sailing instructions will be posted before 1100 on the day it will take effect, except any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by hail from the Signal boat in accordance with RRS 90.2(c)

3. Communication with Competitors

- 3.1 Notices to competitors will be posted on the Online Official Notice Board <https://www.atlantayachtclub.org/frostnip-notice-board>.

4. Signals Made Ashore

- 4.1 Signals made ashore will be displayed on the Race Committee Signal Boat alongside the dock.
- 4.2 When flag AP is displayed ashore '1 minute' is replaced with 'not less than 20 minutes' in Race Signals AP.

5. Schedule of Races

On each of the four planned Sundays:

1130 – 1215 Registration open in Clubhouse.

1257 Warning signal for first race.

More races to follow. No races will start after 1600.

6. Class Flags

ILCA 7 (Standard rig) white flag
ILCA 6 (Radial rig) green flag
ILCA 4 (4.7 rig) yellow flag

7. The Courses

- 7.1 The diagrams show the courses, the order in which the marks are to be rounded or passed, and the side on which each mark is to be left.
- 7.2 The identifying letter(s) of the course will be displayed on the Signal Boat, and/or the Race Committee will hail each competitor to inform them of the course for the race.

8. Marks

- 8.1 Rounding Marks 1, 2 & 3 and Gate Marks will be yellow Tetrahedrons. New Rounding Marks when used in accordance with SI 10.1, Change of Course, will be yellow Tetrahedrons with a black band.
- 8.2 In the absence of one gate mark, boats shall round the remaining gate mark to port.
- 8.3 The starting and finishing marks will be a Race Committee boat with an orange flag (for starts), blue flag (for finishes) and a

nearby red ball. Note that this Race Committee boat may be the AYC Signal Barge or it may be one of the other AYC Mark boats.

9. The Start

- 9.1 Races will be started using Appendix U, the three-minute Audible-signal Racing System. All flags are optional.
- 9.2 A Boat starting more than 5 minutes after her starting signal will be scored Did Not Start without a hearing This is added to RRS A5.1 and A5.2.
- 9.3 The starting line will be between the staff displaying an orange flag on a Race Committee Boat and the course side of a nearby red ball.
- 9.4 The Race Committee will attempt to hail the sail numbers of OCS boats after the starting signal. The failure of any boat to hear the hail, the hail of some but not all OCS boats, the untimely hail of some or all OCS boats, or failure to hail any or all boats shall not be grounds for a redress request. This is added to RRS 62.1(a).

10. Change of the next leg of the course

- 10.1 To change the next leg of the course the Race Committee will lay a Black-banded Mark and remove the original Mark as soon as practicable. When in a subsequent change a black-banded mark is replaced, it will be replaced by an original mark.

11. The Finish

The finishing line will be between the staff displaying a blue flag on a Race Committee Boat and the course side of a nearby red ball.

12. Penalty System

- 12.1 RRS Appendix V, Alternative Penalties, will apply.

13. Time Limit

- 13.1 The Mark 1 Time Limit is 20 minutes. The Race Time Limit is 60 minutes. The Finishing Window time is 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 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 finished within the Finishing Window. This is added to RRS 35, A5.1, A5.2 and A10.

14. Using Practice Sails

- 14.1 The use of "Non-Class Sails" (NCS) for the Laser racing shall not be subject to a protest or a request for redress by a boat or the race committee. This is added to rules 60.1, 60.2, 78.1, 78.2.
- 14.2 The NCS must be one of the following: ILCA 7 (Full rig), ILCA 6 (Radial rig), or ILCA 4 (4.7 rig).

14.3 The NCS when measured shall meet the sail dimensions provided by the International Laser Class Rules.

15. Minimum Boats for a Race

15.1 For a race to be counted and scored, five (5) boats must start. If less than this number show up to race, we may still race, but races completed with less than the minimum number of starters will not count towards the series.

16. Scoring

16.1 Three races are required to be completed to constitute a series.

16.2 A boat must compete in 50% or more of the completed and scored series races to qualify for an award.

16.3 A boat that has competed in 50% or more of the series races will be scored based on her best finishes from races in which she competed, using low point scoring. If a boat has sailed more than 50% of the races in the series, all races in which she competed above the 50% count will be dropped.

Example: 14 races in series. To qualify, must have sailed in 7 races. The best scores from 7 races are counted. Scores from any additional races (8 up to 14) are excluded from the series score.

17. Safety Regulations

17.1 [DP] Rule 40.1 will apply. All competitors shall wear, while on the water, other than for brief periods while adding or removing clothing, a U.S. Coast Guard (or Canadian) approved PFD.

17.2 [DP] Wet/dry suits are strongly recommended due to potential cold temperatures in November & December on Lake Allatoona.

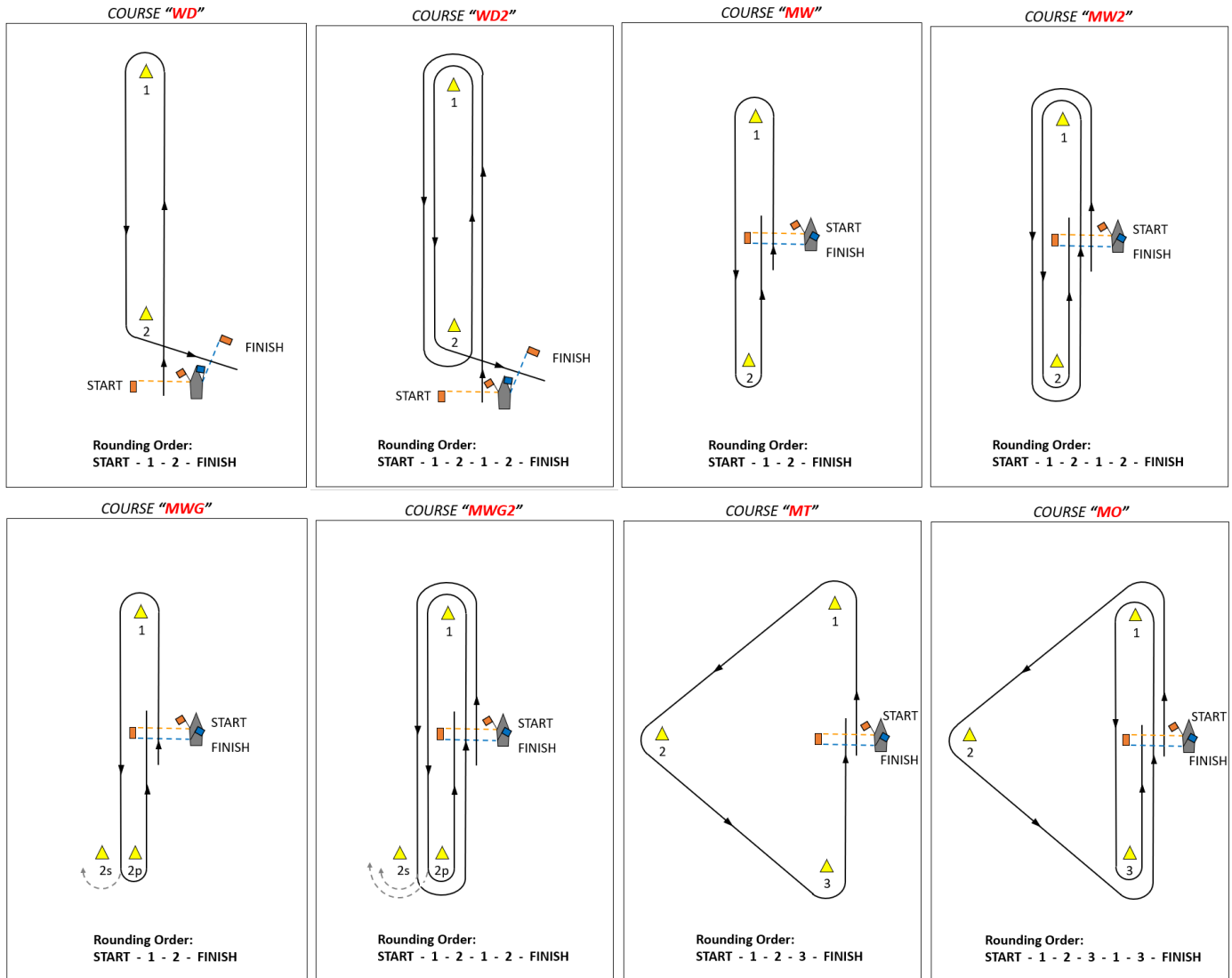
17.3 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

18. Protests and Request for Redress

18.1 The *Three-Minute Justice Protest Procedure* will be used for all protests and requests for redress. See page 3.

[DP] means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

Course Diagrams



Three-Minute Justice Protest Procedure

Three-minute justice is a protest hearing system that takes the burden off the race organizers. It is a system that has been around for years. The former head coach of the Old Dominion Sailing Team, K.C. Fullmer, was the first to introduce it to the USTRA. The race organizers do not have to form a protest committee. The burden of forming a committee is put on the shoulders of the parties involved in the protest.

This is the procedure: If you feel you have been fouled and you desire to protest another boat for an infringement of the Racing Rules of Sailing (RRS) do the following:

- ***Hail the other boat at the time of the incident and state that you are protesting them. If you are unable to hail at that time, inform the other boat as soon as possible.***
- ***Inform the Race Committee after you finish that race. If that is not possible, inform the RC when they return the dock.***
- ***The "protestor" and "protestee" shall each find another sailor to act as one member of the Protest Jury (the jury is two people minimum).***

The Regatta Chairman will provide an area for the protest.

- The sailor protesting has one minute to present their case to the Protest Jury.
- The sailor being protested has one minute to present their case to the Protest Jury.
- The protesting parties and the jurors may question each other. If any of the four wants a witness to resolve a matter of fact, the witness has one minute to present his / her testimony.
- Both sailors are excused from the Protest area.
- The Protest Jury then has one minute to make a decision. The Jury is strongly encouraged to make a decision, which is final.
- If the Protest Jury cannot come to a decision, then the protest is disallowed.
- The outcome is then passed on to the Fleet Captain and the Scorer for inclusion into the day's scoring.

Keep in mind that the time allowed does not always permit a lengthy review of the RRS during the decision process. We all should have a good basic understanding of the RRS but there are always times when an incident can be complex and based on estimation and approximation of position and intent. This method may not be perfect, but it will certainly lead to discussion and perhaps further our understanding of the RRS.