

Rule Modifications

Dear LCYC Sailboat Racers,

The sailboat racing rules at LCYC will change slightly this year to make it easier to take a penalty if you think you might have committed an infraction on the racecourse. We will utilize **Appendix T1** and **Appendix T2** of the "2013-2016 US Sailing Prescriptions" under the "ISAF Racing Rules of Sailing" (<http://www.ussailing.org/>). These changes at LCYC have been approved by the Regatta Committee and the Principal Race Officers.

These Alternative Penalty systems, which are being used fairly widely within US Sailing, are being implemented at LCYC in order to encourage both fouled boats and offenders to deal with incidents that occur on the race course rather than just "letting things go". Sailing is a self-policing sport and strict adherence to the rules makes for fairer and safer racing for all. As an overview, the T1 rules reduce the penalty taken on the course from 2 to 1 complete turn, and the T2 rules impose a standard scoring penalty if an infraction is "confessed" to the Race Committee before a formal protest hearing is convened.

Appendix T1 changes the rule for penalty turns (Rule 44.1) to mandate a One-Turn penalty (360°) unless the infraction occurs in the zone around a mark other than the starting mark, in which case the traditional Two-Turns (720°) penalty is still in effect.

Appendix T2 allows a boat to take a Post-Race scoring penalty for incidents which occurred on the racecourse but no penalty was served. The penalty, if the RC is informed promptly after the race, is 20%. This simply means that your finish position, as recorded by the RC, will be degraded by 20%.

There are 2 primary scenarios envisioned for use of the Post-Race Penalty. In both instances you would simply notify the RC after the race in writing of your intention to take a Post-Race penalty, and when and where the incident occurred (e.g. Port-starboard violation with Boat X on the second upwind leg). That's all ... you're done!

Scenario 1 is the case where you are protested but at the time of the incident do not feel that you broke a rule, and do not take any penalty turns. After further contemplation, discussion with your crew, consultation of the Racing Rules of Sailing, and/or post-race discussion with the skipper who protested, you realize that you likely did break a rule (or want to avoid the hassle of being involved in a protest hearing). Scenario 2 is when you realize at the time of the incident that you have broken a rule but, for reasons of seamanship (wind/wave conditions, crew skill, etc.), feel that taking penalty turns is not a prudent course of action.

Both Appendix T1 and Appendix T2 rules will be in effect for the "Jib and Main" (JaM), Spinnaker, and Sportboat classes for all Wednesday night races. Only Appendix 2 (post-race scoring penalty, not 1-turn penalty) will be in effect for weekend races. The Etchells fleet has elected not to utilize either of these appendix rules for Wednesday night or Monday night racing. The sportboats will use both T1 and T2 on Monday nights. These guidelines are detailed in the **LCYC Sailing Instructions** for each race.

Please note that this announcement is not an official race document and is purely informational. You should read the **LCYC Sailing Instructions** and the **Racing Rules of Sailing** carefully to make sure you fully understand these rules and when and how they apply. If after reading the rules you still have questions, free to contact Keith Kennedy or John Harris.

Implementing the T1 and T2 rules is being tested at our Club. The change was made after considerable discussion and study, but it is made on a trial basis. If the changes appear to improve our overall racing experience and fairness on the racecourse we will continue to use them. Please report your experiences and express your opinions to your Fleet Captains, the PRO's, and to me.

Thank you for undertaking this change,

Gerry

Gerald S. Davis, MD Chair, Regatta Committee