

## **2018 Lightning New England District Championship Squam Lake Fleet 332**

Event: 2018 New England Lightning District Championship

Dates: June 23 and 24

Location – The event will be hosted by Fleet 332 on Squam Lake and will be sailing out of the Squam Lakes Association [534 US-3, Holderness, NH 03245](#)

Entry – All sailors must be members of ILCA, (skipper dues are \$55, crew dues are \$10). Regatta entry fee is \$85.

Series – NE districts are a 5 race series with no throw outs -

- RULES The organizing authority (OA) is the Squam Lakes Association (SLA) and Lightning Fleet 332.

The regatta will be governed by the rules as defined in the 2017 – 2020 Racing Rules of Sailing and the ILCA Constitution, By-Laws, and the Document Governing All Sanctioned Lightning Class Championships (hereafter referred to as Document Governing).

RRS 42.3(c) is changed to say: “Except on a beat to windward, when surfing down the leeward side of a wave or planning is possible, a boat’s crew may pull pump the sheet, but not the guy, controlling any sail to initiate surfing or planning, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used. (Amended 7/25/13)

RRS 44.1 When an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is a One-Turn Penalty.

In accordance with RRS 70.5 there is no appeal from an International Jury. If the requirements detailed in RRS 70.5 are not met, decisions by the protest committee may be appealed.

- NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located on or around the SLA porch. Any change to these Sailing Instructions will be posted before 1115 on Saturday June 23, and 0845 on Sunday June 24.

### **ELIGIBILITY:**

Eligibility for entry shall be in accordance with Article VI of the Class Rules, which Articles apply in their entirety. The following provisions are included here for emphasis only and are not intended to modify the Class Rules except where so noted. Mainsail and spinnaker numbers are not required to be the same but shall be so noted on registration form. Safety equipment may be inspected in accordance with Article VI of the Class Rules. Skipper must be a Life or Active Member of the ILCA. Crew must be Life, Active, Associate or Crew Members of the ILCA. While accommodations may be made to register at the time of the event, it is recommended that all competitors register with ILCA prior to attending the event. Skipper's fleet must be a current member of New England Lightning District.

- SIGNALS MADE ASHORE

Signals made ashore will be displayed from the flagpole located in front of the clubhouse. If a postponement is signaled ashore, the warning signal will be made not less than one (1) hour after AP is lowered.

- SCHEDULE

A competitors’ meeting will be held Saturday at 1100 under the SLA porch. The Warning signal for the first race will be at the times listed below. Races are scheduled as follows except as may be revised where such revisions are posted according to Section 3 or announced at the Competitor’s meeting. No race will be started after 1500 on Sunday 6/24/18. 1 race constitutes a regatta. The number of races shall be determined by the conditions on the day of racing. No race sequence shall start after 15:00 Sunday.

June 23 0900 – 1100: Registration  
1100: Competitors Meeting  
1115: Launch boats  
1230: First Start, additional races to follow  
1630: No Races start after  
1700: Post-race refreshments followed by dinner on BCC East Lawn  
June 24 1100: First Start, additional races to follow  
1500: No race start after  
Awards Promptly following sailing

- CLASS FLAGS

The following signal flag colors or symbols will be displayed in accordance with RRS 26: Class Flag – Lightning  
Symbol Class Flag

- CHECK-IN AND BOAT IDENTIFICATION

All competing yachts shall check in at the Race Committee boat prior to the first warning signal each day. Sail numbers will be used to identify competing yachts. They must sail by on Starboard Tack.

- RACING AREA

The racing area will be on Squam Lake.

- COURSES and MARKS

The course will be W2 or W3 or W4 courses and will be designated with a placard displaying 2 or 4.

- STARTING AND FINISHING LINES and STARTING SYSTEMS

The starting and finishing lines will be between a Signal boat staff bearing an orange flag and a pin on the port end. If any part of a boat's hull, crew or equipment is on the course side of the starting line at the start and she is identified, the race committee will attempt to hail her sail number. Failure to make a hail will not be grounds for a request for redress.

- CHANGE OF COURSE AFTER THE START

When changing the course after the start in accordance with Rule 33, the race committee will lay a new yellow mark and will lift the original mark as soon as practical. When an additional change of course takes place and the mark is replaced, it will be replaced with the original mark.

- TIME LIMIT

The time limit for each race will be seventy-five (75) minutes for the first boat to finish. Boats finishing more than twenty (20) minutes after the first boat that sails the course finishes will be scored DNF. This changes RRS 35.

- PENALTIES WHILE RACING PENALTIES AT THE TIME OF THE 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 a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule 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 PENALTIES PENALTIES TAKEN AFTER A RACE

After a race, a boat that may have broken a rule of Part 2 or rule 31 while racing may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the race committee in writing and identifying the race number and when and where the incident occurred. The Post-Race Penalty shall be (a)

20%, if taken before the protest time limit, or (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

- EXPEDITED HEARINGS INFORMING THE RACE COMMITTEE

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee.

- CHANGES IN HEARING PROCEDURES

This rule applies to all hearings except hearings under rule 69. If the protest committee is able to assemble the parties to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2.

Rule 63.5 is changed to: 'At the beginning of the hearing, if there is no objection, the protest or request is valid, and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [no further change].'

Insert a new sentence after the third sentence of rule 63.6: 'However, the committee may limit the number of witnesses and the time during which parties may present evidence and ask questions.'

The first sentence of rule 65.2 is changed to: 'A party to the hearing is entitled to receive the above information in writing, provided she asks the protest committee for it no later than thirty minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later.'

The third sentence of rule 66 is changed to: 'A party to the hearing may not ask for a reopening.'

Protests shall be delivered to the Rob Dresser within one (1) hour after the Signal Boat docks. The protest time limit and a list of protests received will be posted on the Official Notice Board. Hearings will be held as soon as possible after racing each day in the SLA.

- SCORING

Scoring will be in accordance with the low point scoring system as described in Article VIII of the Class Rules. If more than five races are completed, each competitor's highest score shall be discarded.

- TROPHIES

Top 3 Finishers, Top New England Finisher, Top "Local" Boat, Top Junior Performance, Top Female Performance, Furthest Traveled and "Life of the Party"

- Courses

W2 Courses, with offset Once around finish Downwind

W3 Courses, with offset 1.5 around, finish between W mark and boat

W4 Courses, with offset Twice around finish Downwind