

INTERNATIONAL LASER CLASS ASSOCIATION  
NORTH AMERICAN REGION

GUIDELINES  
FOR  
LASER, RADIAL & 4.7  
CHAMPIONSHIP  
REGATTAS

Effective – August, 2014

Revision 2014.1

## Introduction

These are the guidelines that the International Laser Class Association – North America (ILCA-NA) ask regatta hosts to use for class sanctioned regattas in North America. Class sanctioned regattas fall into one of the following categories:

- District Championships: the championship regatta for one of the districts comprising the North American Region.
- Regional Championships: This category consists of the Pacific Coast Championship, the Gulf Coast Championships, the Atlantic Coast Championships, the Great Lakes Championships, and the No Coast Championships.
- Major Championships: This category consists of the Midwinters East, the Midwinters West, the US Championships, the Canadian Championships, and the North American Championship. The North American Championship serves as the pinnacle championship of the ILCA-NA.

The championship level regattas also award points for the annual Laser Grand Prix. At the end of the sailing season, the top finishers in the Laser Grand Prix are eligible for prizes, which may include a berth at the various International Laser Class Association (ILCA) World Championship regattas. Note that it is not acceptable to overlap two Grand Prix events such as a regional championship and a district Grand Prix regatta.

For Lasers and Women's Radials only, some of the above events may also carry an ISAF Event Grading making them eligible for awarding points counting towards the ISAF World Rankings for the Olympic Classes. See the International Sailing Federation (ISAF) website at [www.sailing.org](http://www.sailing.org) for more information on the ISAF World Rankings. The ILCA-NA office will inform the regatta organizers in advance as to the event grading for a particular championship regatta, which may impose further requirements on the organization of the event.

Adherence to these guidelines for the ILCA-NA Major Championship Regattas is a requirement for earning the privilege of hosting the event and any deviation must be with the prior written approval of the Executive Secretary of the ILCA-NA. Organizers of other ILCA-NA championships level events are required to follow these guidelines as closely as possible.

Please do not hesitate to contact the Laser Class office phone: 619-222-0252, FAX: 619-222-0528, or email: [sherri@odmsail.com](mailto:sherri@odmsail.com) for further information.

# 1. Championship Regatta Standards

## 1.1. General Considerations

Regatta Standards are established by the Laser Class in order to ensure a uniform high level of competition at all the major Laser Championship regattas.

The number of days of racing, number of races per day, and course lengths, have all been optimized during the time available to ensure that these regattas are true tests of skill by providing a balance between sailing and athletic ability.

The importance of these events can not be too highly stressed. The winner is clearly a champion but in addition to winning the championship it may also mean qualifying for an ILCA World Championship, achieving ISAF world ranking or Laser Grand Prix points, and qualifying for the US or Canadian Sailing Team and the associated financial support. Consequently, it is critical that our regatta hosts meet the standards set out below

Anybody who has organized a major regatta knows well the frustration of days with no wind and the temptation to run shorter courses or even shorten courses in order to 1) complete the full complement of races, 2) complete the number of races for a discard, 3) complete the number of races to make it a championship. All of these actions are inappropriate. The example of running shorter races in order to include the discard race clearly demonstrates how this can prejudice the results.

The standards set the ideal for racing in perfect conditions and it is not uncommon that a series is not completed or there are not enough races for a discard. On rare occasions there are not enough races for a championship, this is unfortunate but it does happen. In this case it must be remembered that it is far better for a championship to be rescheduled than for the quality of the championship to be compromised.

A Race Committee can optimize its chances of completing a championship series in the following ways:

1. The start time for the first race of the day should be set to maximize the time spent sailing in the expected local breeze (e.g. if the sea breeze typically fills at noon then don't set the first race to start at 10:00 am).
2. Start the first race each day on time as per the Sailing Instructions.
3. Start succeeding races with the minimum of delay. Having separate start and finish boats for the various courses will facilitate this.
4. Allow flexibility with the timing of evening social events such that you can sail in a late afternoon breeze if necessary.
5. Designate a mark set boat for each mark of the course to accomplish efficient course adjustment as needed.

## **1.2. Principle Race Officer (PRO)**

The PRO for major championship regattas must be approved by the ILCA-NA. The PRO may be a member of the host club, though if so should have experience in running major ILCA regattas. Otherwise, the ILCA-NA office will work with the event hosts to help find a suitable PRO.

## **1.3. Class Representation**

The ILCA-NA Executive Secretary will be or will appoint a Class Representative to act as liaison between the competitors and the Principle Race Officer for all Major Championship Regattas. ILCA-NA may require that this liaison ride aboard the main Race Committee boat during the regatta.

## **1.4. Notice of Race (NOR)**

A link to the Notice of Race posted on the host venue website must be published on the ILCA-NA website. ILCA-NA will be pleased to publish the information as far in advance as possible and at a minimum six months ahead for the North American Championship, three months ahead for other major regatta and two months ahead for district championships. A standard NOR template is included in Appendix I which contains the minimum information necessary to announce the event. Regatta organizers are also encouraged to append site specific information (e.g. post racing social events).

This standard NOR template must be used for all major championship regattas.

## **1.5. Sailing Instructions**

Appendix II contains ILCA-NA a standard Sailing Instructions template.

These standard Sailing Instructions must be used for all major championship regattas. Any required modifications must be approved in writing by the ILCA-NA office at least 48 hours prior to the start of any regatta registration.

## **1.6. Courses**

The course configurations favored by ILCA-NA for class sanctioned regattas, illustrated in Appendix III, are:

- Trapezoid (ILCA modified): The trapezoid should be used for all Major Championship regattas as it is the course configuration used at the Laser World Championships. Its main advantage is its ability to run multiple fleets independently, with minimal interference. The close proximity of the start and finish lines allows the race committee to quickly start a subsequent race for a fleet which has just finished, without the need to wait for a fleet currently on the course to finish.

- Windward-Leeward: should only be used when a Trapezoid course is not possible (e.g. restricted sailing area). Downwind and reaching finishes are not permitted, as it is extremely difficult, if not impossible, to read the sail numbers as the boats cross the finish line.
- Triangle: Can be used for those regattas where a trapezoid is not in use. At these events, Windward-Leeward courses are to be used when the breeze is less than that required for a Laser to plane on a reach.

The course lengths in the diagrams in Appendix III are approximate and should be adjusted in order to achieve a target time for a given race. In general, for major championships the target time for a given race should be approximately one hour, and not less than forty five minutes. To help set the scale, the approximate course lengths shown for the Trapezoid course are those used for the World Championship where the target time for a single race is seventy five minutes. Of course, this depends upon the wind conditions.

## **1.7. Jury and On the Water (OTW) Judging**

ILCA-NA requires the use of an OTW jury for enforcing ISAF RRS Rule 42, with RRS Appendix P in effect with the following changes: In P2.1 – *First Penalty*, the word “first” is deleted and P2.2 and P2.3 are deleted, at all Major Championship regattas. In addition, ILCA-NA sanctioned events which are also ISAF graded impose certain standards for an International Jury. Regatta organizers should work with the ILCA-NA office which will help to secure a jury with the necessary OTW judging experience.

## **1.8. Measurement**

Measurement is required for all ILCA-NA major championship regattas. Minimally, measurement consists of sail inspection, primarily consisting of checking for correct attachment and placement of sail numbers and the presence of an ILCA royalty button. In addition, country codes are required at the North American Championship. The main purpose of the inspection should result in all participants sailing with numbers that are readable and without duplication. The host club should provide adequate space and personnel to perform this task.

Additional items (e.g. checking that boats are rigged according to the ILCA Class Rules and Blade Measurement, primarily consisting of insuring that the cross section of the blades fits within the templates provided by the ILCA-NA office.) may require measurement at the discretion of the ILCA-NA appointed measurer for the event. The ILCA-NA office may appoint an ILCA certified measurer for all major championship events and advise the regatta hosts of any special measurement requirements.

## **1.9. Splitting large fleets**

A very large fleet can be problematic both for race committees and for the competitors. From a race management perspective, a too large fleet is very hard to handle, especially the start of a race and often leads to long days on the water with many recalled starts and even lost races. From the competitor perspective an excessively large fleet degrades the quality of racing, ultimately making it no longer a fair, or even enjoyable, contest. For these reasons, at some point it is better to split the fleet into two groups and split the regatta into a “qualification” stage and then into a “championship” stage.

When to split the fleet is a judgment call for the Principle Race Officer, but it should be strongly considered in fleets over 70 boats, and should definitely be done somewhere in the 80-90 boat range. There are two major issues to consider:

- Large fleets need very long starting lines and even a small line bias will cause a large number of boats to pile up at the favored end as the leverage will put even the boats with bad starts at the favored end ahead of boats with great starts at the un-favored end. This pile up at the favored end inevitably results in endless recalls which can stress both the race committee and the competitors.
- Large fleets also need longer first beats in order for some separation to occur so the entire fleet doesn't arrive at the weather mark all at once. While making the beat longer may help solve the mark rounding congestion problem (and reduce the time spent in the protest room at the end of the day), it does mean that boats can get quite a bit of lateral separation on the weather legs, amplifying the effects of small wind shifts.

Major Championship regattas which expect to have large fleets should allow for four days of racing. This will allow for two days of qualifying races in which the fleet can be split into “gold” and “silver” divisions, followed by two days of racing in the championship round. A template for sailing instructions for this situation is available from the ILCA-NA office.

## **1.10. Guidelines for Starts**

Starts for ILCA-NA sanctioned regattas should be strictly in accordance with ISAF RRS, Rules 26 & 27.

In large fleets it is inevitable that there will be at least a few general recalls during a regatta. On occasion, typically in lighter air starts, it can be due to an overly aggressive fleet pushing the line just a little too hard. More commonly, typically when the breeze is up a bit, the fleet has perceived some advantage to starting near one end of the line or the other, which does not always have to be due to a bias in the start line (e.g. perhaps there is significant current relief on one side of the course).

An overly aggressive fleet is best handled by a progression of starting line penalties, beginning with the I flag before going to the black flag. Race Management should be fully prepared to execute both “I” and black flag type starts if necessary.

A pile up of boats at one end is best dealt with by adjusting the start line to spread the boats out more evenly. As a general rule of thumb, if around 80% of the fleet is populating one half of the line (and a general recall results), then the line should be adjusted.

### **1.11. Sail Numbers**

Current Laser Class sail numbers consist of six digits. Some Race Committees prefer to use only the last four digits of the sail number and the Laser Class facilitates this by requiring that the last four digits on the sail are a different color. It is unlikely that there will be a duplication of the last four digits. If there is duplication a simple black line under one of the sail numbers will inform the finish line crew that the full number is required for that boat.

At Laser Class Championship Regattas, separate two or three digit numbers provided by the regatta organizers are **not** to be used. The drawbacks of this system are that it is extremely unpopular with the sailors as permanent numbers may damage the sail when being removed, and "removable" numbers often remove themselves during races.

### **1.12. Minimum Wind Speed**

No race shall be started unless there is a minimum wind speed of 3 knots **consistent** throughout the racing area.

### **1.13. Scoring and Results**

All ILCA-NA championship regattas award Grand Prix points for the top finishers, and they may also be part of the ISAF ranking system. In order to keep these ranking systems up to date it is essential that results are available to the Laser Class with a minimum of delay. This ILCA-NA office will also take care of forwarding the results to the ISAF when appropriate.

**Results must show for each competitor: position, sail number, first name, last name, gender, ISAF three letter country code (USA, CAN, BER, etc.), results of individual races, total score.**

**Preliminary “protest pending” results should be displayed as soon as possible at the end of each day’s racing.**

ILCA-NA scoring uses the low point system as described in ISAF RRS Appendix A section A4. Scores should be tabulated with the scoring program approved by the ILCA-NA office. Besides being well adapted to large Laser regattas, a program must also provide for immediate online publishing.

## **1.14. Regatta Reports**

The value of posting daily regatta results and reports followed by an overall regatta summary report cannot be underestimated (especially to event sponsors). A few paragraphs generally describing the event and giving an idea of who the top sailors are in each fleet is more than sufficient. The ILCA-NA office will post these reports to the class website as soon as possible after receipt.

## **1.15. Coach Boats**

There will be a large number of coach and support boats on the water at Major Championship events. Strict guidelines should be put in place to restrict coach boats from entering the race area and interfering with competitors before and during a race. All coach and support boats should be required to register with the Race Committee before the start of the regatta, and should be required to monitor a specific radio frequency while on the water. A daily pre-racing meeting between the coach/support boats and the race committee is highly recommended and can be very useful in helping to make the coaches aware of issues on the race course. Finally, coach and support boats should be made aware before the start of the regatta that they may be required to assist as rescue boats if necessary.

# **2. Event Hosting**

The goal is to put on a regatta with good sailing, good entertainment and good value for money for the competitors.

## **2.1. Schedule**

Most regattas are scheduled at the end of a week with the last day of racing and awards being made on a Sunday. Especially for two day events, care should be taken to set a final race cutoff time at a reasonable hour to insure good racing. ILCA-NA recommends that for championship regattas this time be no earlier than 3:00 pm.

It is recommended that the skippers meeting be held at a stated time in the morning of the first race day. It is not recommended that the meeting be incorporated into a dinner or evening social event.

## **2.2. Registration**

An online registration system is required. ILCA-NA strongly encourages the use of “Regatta Network” ([www.regattanetwork.com](http://www.regattanetwork.com)) as they also manage our class membership database. Use of their online regatta registration system with the membership verification option activated will ensure that all registered competitors are current class members. If this system is used with this feature activated, ILCA-NA will reimburse the host venue for the processing fees associated with the entry fee collection.

Please note that ILCA Class Rules require all competitors to be members in good standing of the International Laser Class Association in order to compete in an ILCA-NA sanctioned regatta. Membership must be verified at event registration via the on-line system or by requiring competitors to show a valid ILCA-NA membership card before accepting their entry. Log-in access can be set up prior to the scheduled regatta registration through the ILCA-NA office. Those who cannot show a valid membership card, unless from a country outside of the ILCA-NA Region, must join the ILCA-NA by filling out a membership application and paying the class membership dues before their entry is accepted. The registration desk should be prepared to accept entries during the registration process. The ILCA-NA office will provide the necessary membership forms for new members. The registration process should incorporate a checklist that insures that all participants have verified their membership.

### **2.3. Sponsorship**

Sponsorship comes primarily in the form of product which can be useful in helping to run the event. For example, a company may be willing to donate energy bars for distributing to competitors on the water in exchange for advertising. Rarely does it come in the form of cash to help offset expenses.

Sailing related companies are often willing to offer up items of interest to Laser sailors such as tillers, gloves, new sails, etc. Giving these items away in raffles is extremely popular with the competitors and is a good way to keep them around for post racing activities.

### **2.4. Event Duration**

The following can be used to determine the duration of a given ILCA-NA championship regatta:

- Major Championship Regattas: These should be four day events unless it is not expected that it will be necessary to split the fleet. However, the Laser North American Championship will always be a four day event.
- Regional Championship Regattas: These should be two to three day events, depending upon history of the event and number of boats expected.
- District Championship Regattas: 2 days

### **2.5. Entry Fees**

The entry fee should include, for each competitor, everything that the event organizers plan to provide at the regatta. Extra costs for competitor meals, t-shirts, etc. are poorly

received. In general, the competitors are happy to pay an entry fee that they perceive gives them good value for their money.

Setting a guideline for the entry fee is difficult because of the disparate nature of hosting clubs, the number of days for the event, the number of boats expected, etc. In general, acceptable entry fees are in the following range:

Major Championships	- 4 day: \$150-\$200
Regional Champs	- 3 day: \$75-\$100
District Champs	- 2 day: \$50-\$75

Setting a late entry fee deadline and penalty of about 25% will encourage competitors to send in their entries early and give you an idea of the number of people to expect. All entries should be on ILCA-NA standard entry forms (see Appendix).

The entry fee should include, at least, the following:

- **Food:**

Continental breakfasts for each day of racing. Juice, milk with cereal, fruits, pastries, etc. are the minimum required to fuel the fleet of sailors for the day's competition.

Food on the water should be restricted to that necessary to sustain the energy level for the sailors throughout each day of Laser sailing and should consist of fruit (apples, bananas, etc.) and energy bars. It is important to have a large supply of water available on the water in all official boats. The effects of dehydration, especially at warmer locations, cannot be underestimated and pose a significant safety issue. Food and water should be made available throughout each day from support boat(s) located between the start and finish lines of a trapezoid, or near the finish of a windward-leeward course. The boat(s) should be clear enough to not interfere with boats finishing, yet close enough to easily find and quickly sail toward.

The ILCA-NA can supply contact with a nutrition consultant who can aid in the selection of the proper foods and drinks for both breakfasts and on the water.

At four day championships an evening meal should be provided on days one and three, normally Thursday and Saturday. Thursday is informal, a BBQ with hamburgers and hot dogs for example. The Saturday meal may be more formal.

If hosting the North American Championship, provision should be made to host the ILCA-NA Annual General Meeting during one of the evenings. This is probably best scheduled to coincide with the evening of the "informal" meal.

At two and three day championships a meal should be provided Saturday evening.

- **T-shirts / giveaways**

A T-Shirt, or other keepsake, should be provided for each registered competitor. You will need a variety of shirts sizes to accommodate 4.7, Radial and Laser sailors. T-shirts can make a big hole in the budget if you overestimate regatta attendance. Give us a call if you need advice, always estimate conservatively, remember you can always mail out a few extras afterward.

## **2.6. Prizes**

Plan to hold the prize giving as soon as possible after the conclusion of racing. Prepare a “script” for the prize giving. Timeliness, organization and proper attention to this part of the regatta can result in a favorable last impression by the participants in the event.

Prizes for Major Championships are typically given in the following categories:

- **Open:** Prizes should be awarded to the top positions, with one prize for every eight boats registered, with a minimum of three and a maximum of ten.
- **Standard Junior:** One prize in the Laser Standard fleet for a junior who shall not have had their 18<sup>th</sup> birthday before the first day of racing.

Regatta organizers are encouraged to use their local suppliers or follow local traditions for prizes. The ILCA-NA office does not inventory any items for use as prizes.

## **3. Safety Considerations**

If you have a large fleet of Lasers out sailing on a rough day use the following system.

1. Anchor a security buoy with a floating line to attach boats to leeward of the start line.
2. In life threatening situations sailors will be taken aboard the rescue craft and to shore if necessary. Boats drifting to the leeward end of the course will be attached to the security buoy.
3. Sailors requiring assistance in non-life threatening situations should drift down to the leeward end of the course where they will be towed or can make their own way to the security buoy.
4. Rescue boats can tow all disabled boats ashore at one time at a convenient time for the RC.

If you allow your rescue boats to individually tow sailors and boats ashore during a race you will lose them for at least a half hour possibly much longer, leaving you with no security on the course. Remember the priority is to save lives not boats.

## **4. Conclusion**

We hope these guidelines are of assistance in the consideration of hosting a Laser Championship in North America. Please contact the Laser Class office if you have any suggestions or questions. We are always looking to you for new ideas as well and would welcome your recommendations.

## **Appendix I – Standard Notice of Race**

The following pages can be removed and used as a template for the Notice of Race. Information which needs to be filled in by the organizing authority appears in underlined red text. Example descriptions, where needed, are given in green text. As stated in the guidelines, this standard NOR must be used for all major championship regattas.

Regatta Title

Classes

Dates

Location

(Example:

2003 Laser Midwinters East

Laser, Radial and 4.7

February 27- March 2, 2003

Clearwater Yacht Club, Clearwater, Florida

)

### **1 Rules**

1.1 The regatta will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the United States Sailing Association (US SAILING), the rules of the International Laser Class Association (ILCA) and this Notice Of Race, except as any of these are changed by the Sailing Instructions or any appendices to the Sailing Instructions.

1.2 The organizing authority is the \_\_\_\_(organizing authority)\_\_\_\_. The event will be held at \_\_\_\_(location if different from above)\_\_\_\_.

1.3 The regatta is designated Category C in accordance with ISAF Regulation 20.

### **2 Language**

The official language for this regatta will be English.

### **3 Inspection and Measurement**

Sail measurement will be required at this regatta. Please ensure your sail numbers are applied in accordance with ILCA class rules. Sails may be measured prior to racing, and may also be spot checked at any time during the regatta. Note that numbers and letters drawn on the sail with permanent ink pens are not legal. Refer to <http://www.laserinternational.org/sailnos.htm> for detailed instructions.

### **4 Eligibility and Entry**

4.1 Laser, Radial and Laser 4.7 competitors who are members of the ILCA-NA or their national Laser Class Association may enter by completing registration with the organizing authority. A minimum of five entries are required to constitute a class.

### **5 Risk**

It is the competitor's decision to enter the regatta and to start or continue any race. The competitors are ultimately responsible for the risks. The competitor will accept full responsibility for all his/her actions during any activity related to the event. This includes on-shore activities before, during, and after the regatta.

## 6 Schedule of Events

### 6.1 (schedule of events)

(Example:

#### **Thursday, February 27**

Registration & Sail Measurement  
Skippers Meeting  
First warning signal, races to follow  
Dinner served after racing

#### **Friday, February 28**

First warning signal, races to follow

#### **Saturday, March 01**

First Warning signal, races to follow  
Regatta Banquet

#### **Sunday, March 02**

First warning signal, races to follow  
Awards to follow ASAP after last race.

)

6.2 No warning signal will be made after 15:00 insert a cut off time usually no earlier than 15:00 on the final day of the regatta

## 7 Advance Registration

Competitors may register in advance by completing the standard ILCA-NA registration form and sending it, with the appropriate fees to (name and address). (insert additional information, e.g. web registration)

## 8 Fees

8.1 Required Fees (checks should be made payable to:       ).

The entry fee is for Laser, Radial and 4.7 entries is (amount and currency).

The entry fee for Laser II entries is (amount and currency).

A late fee of (amount and currency) will be charged after (late fee date).

8.2 The entry fee includes food and fresh water for the competitors during each race day, dinners on scheduled evenings and a regatta souvenir.

## 9 Sailing Instructions

The sailing instructions will be available during on-site registration.

## 10 Courses & Racing Area

10.1 Courses will be standard ILCA-NA courses as described in the ILCA-NA Regatta Guidelines.

10.2 The racing area will be  (local racing area) .

## **11 Scoring**

11.1 The Low Point Scoring System, Appendix A4, will be used except as modified below.

11.2  (number of races)  races are scheduled, a minimum of  (typically 3)  races must be completed to constitute a regatta.

11.3 When  (typically 6)  or more races are completed a sailor may discard their worst score. When  (typically 11)  or more races are completed a sailor may discard their two worst scores.

## **12+ Additional Useful Information**

Additional useful information to include: accommodation information (hotel, motel, camping), nearest airports, boat charter contacts, etc.

### **xx Further Information**

For Regatta Information please contact:

(contact information – Regatta Chairperson, address, phone number and e-mail)

## Appendix II - Standard Sailing Instructions

The following pages contains the ILCA-NA standard Sailing Instructions (SI's) which can be used for all events. Information which needs to be filled in by the organizing authority appears in underlined red text. Example descriptions, where needed, are given in green text. As stated in guidelines, these SI's must be used for all major championship events.

It is recognized that it will sometimes be necessary to modify these SI's to accommodate special circumstances. For all major championship regattas any changes must be approved in writing by the ILCA-NA office.

If modifications are necessary, please keep in mind the following considerations (taken from the ISAF Standard SI's found in Appendix L of the RRS):

*The principles on which all sailing instructions should be based are as follows:*

*1 They should include only two types of statement: the intentions of the race committee and the obligations of competitors.*

*2 They should be concerned only with racing. Information about social events, assignment of moorings, etc. should be provided separately.*

*3 They should not change the racing rules except when clearly desirable.*

*4 They should not repeat or restate any of the racing rules.*

*5 They should not repeat themselves.*

*6 They should be in chronological order; that is, the order in which the competitor will use them.*

*7 They should, when possible, use words or phrases from the racing rules.*

## Regatta Title

## Classes

## Dates

## Location

(Example:

2003 Laser Midwinters East  
Laser, Radial and 4.7  
February 27- March 2, 2003  
Clearwater Yacht Club, Clearwater, Florida

)

### **1. Rules**

1.1 The regatta will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the United States Sailing Association (US Sailing), the rules of the International Laser Class Association (ILCA), the Notice of Race, except as any of these are changed by these Sailing Instructions.

1.2 The organizing authority is the \_\_\_\_\_. This event will be held at \_\_\_\_(name)\_\_\_\_, located at \_\_\_\_(address & phone number)\_\_\_\_.

1.3 The regatta is designated Category \_\_\_ in accordance with ISAF Regulation 20.

1.4 If there is a conflict between languages the English text will prevail.

### **2. Eligibility and Entry**

All competitors must meet the eligibility requirements as stated in the Notice of Race and have filed valid entries in accordance with the Notice of Race.

### **3. Notices To Competitors**

Notices to competitors will be posted on the official notice board located \_\_\_\_(location)\_\_\_\_.

### **4. Changes In Sailing Instructions**

Any change in the sailing instructions will be posted before 0900 on the day it will take effect, except that any change in the schedule of races will be posted before 2000 on the day before it will take effect.

### **5. Signals Made Ashore**

5.1 Signals made ashore will be displayed from \_\_\_\_(location)\_\_\_\_.

5.2 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than \_\_\_\_(minutes)\_\_\_\_ minutes' in Race Signal AP.

### **6 Schedule of Races**

6.1 Racing is scheduled as follows: \_\_\_\_(insert description)\_\_\_\_.

(Example:

**Thursday, February 27**

0800 Registration & Sail Measurement  
1145 Skippers Meeting  
1200 Harbor Start  
1300 1st warning signal, races to follow  
Dinner served after racing

**Friday, February 29**

0930 Harbor Start  
1030 1st warning signal, races to follow

**Saturday, March 1**

0930 Harbor Start  
1030 1st warning signal, races to follow  
1830 Regatta Banquet

**Sunday, March 2**

0930 Harbor Start  
1030 1st warning signal, races to follow  
Awards to follow ASAP after last race

)

6.2 (number of races) races are scheduled for this event. The finish boat will signal when the last race of the day has been completed.

6.3 On the final day of the regatta no warning signal will be made after insert time after 1400.

**7. Racing Area**

The racing area will be (location of racing).

**8. Courses**

8.1 The diagrams in Attachment A show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. The course length will adjusted to target a race time of 45-60 minutes.

8.2 No later than the warning signal, the race committee signal boat will display the approximate compass bearing from the starting line to the first mark.

**9. Marks**

(description of marks)

(Example:

9.1 Marks 1, 2, 3 & 4 will be large triangular yellow "PYRA" marks. Mark 5 will be a round orange mark. Mark 1A will be a round orange mark I.

9.2 The start and finish marks will be round orange balls.

9.3 New marks, when used in accordance with instruction 11, Change of Course, will be large triangular orange "PYRA" marks. When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

9.4 Mark 5 will not be a mark of the course on the first windward leg.

)

## **10. The Start**

10.1 Races will be started in accordance with RRS 26.

10.2 The Class Flags will be:

Laser Full Rig - (e.g. Numeral code "1" (one) pennant).

Laser Radial - (e.g. Numeral code "2" (two) pennant).

Laser 4.7 - (e.g. Numeral code "3" (three) pennant).

10.3 The starting line will be (description of the start line).

10.4 No race shall be started unless there is a minimum consistent wind speed of 3 knots throughout the racing area.

10.5 A boat shall not start later than 5 minutes after her starting signal. Such boat will be scored DNS, this changes RRS A4.1.

10.6 The warning signal for a succeeding start may be made at, or any time after, the starting signal for the preceding start.

## **11. Change Of Course**

A change of course will be signaled in accordance with RRS 33. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced by an original mark.

## **12. The Finish**

The finishing line will be (description of the finish line).

## **13. Abandonment & time limit**

13.1 The time limit for a race will be 2.5 hours. Boats failing to finish within 30 minutes after the first boat finishes or within the time limit, will be scored DNF. This changes RRS 35 and A4.1.

13.2 The Race Committee will abandon any race it judges not to be a fair test of sailing skill.

## **14. Measurement & Equipment**

Each competitor is responsible for ensuring their equipment is in compliance with the ILCA rules. Failure to do so may result in disqualification from the regatta. Section (section on measurement) of the NOR will be enforced and other measurement and equipment checks may be done at any time during the regatta.

## **15. RRS 42 (propulsion) and other infringements.**

15.1 RRS Appendix P will be in effect; boats which are observed by a member of the Jury infringing RRS 42 may be protested on the water.

15.2 For other than Rule 42 infringements the Jury will observe racing. When the Jury sees an infringement the Jury will make one sound signal. No sail number will be hailed. This means that the Jury has seen a protestable situation and one or more competitors should do penalty turns. If no penalty turns are done the Jury may protest one or more boats.

15.3 Action or no action by the Jury under this SI shall not be grounds for redress.

15.4 The Jury boats will be identified by (e.g. a blue flag lettered "JUDGE").

## **16. Protests**

16.1 Competitors intending to protest shall inform the Race Committee immediately after finishing and before communicating with coaches or spectators. Boats should first sail to the non-course side of the Finish Boat and report to the Finish Boat. Boats that do not finish shall report their intent to protest to any Race Committee Boat at the first possible opportunity. This adds to RRS 61.1(a).

16.2 Protests should be lodged at (location) within 45 minutes of the time the Race Committee Finish Boat docks. The Race Committee will post the docking (beginning of protest) time on the official notice board as soon as practical after docking.

16.3 Protests will be heard in the approximate order of receipt. The time and place of protest hearings will be posted within 30 minutes after the end of the protest time. This is the notice required by RRS 63.2.

## **17. Scoring**

17.1 The Low Point Scoring System, Appendix A2, will be used except as modified below.

17.2 A minimum of three races must be completed to constitute a regatta.

17.3 There will be one throwout when six or more races are sailed.

## **18. Safety**

18.1 Life jackets shall be worn at all times while racing, failure to do so will result in disqualification. This changes RRS 40.

18.2 A competitor that withdraws from a race or intends not to start a race shall inform the nearest safety or race committee boat as soon as possible.

## **19. Disclaimer of Liability**

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

## 20. Trophies

(description of trophies)

(Example:

The following trophies will be presented.

US Male Single Handed ISAF Youth Worlds Qualifier

Canadian Male Single Handed ISAF Youth Worlds Qualifier

Canadian Female Single Handed ISAF Youth Worlds Qualifier

4.7 1st-3rd.

4.7 1st Female

Radial 1st-10th.

Radial 1st Junior.

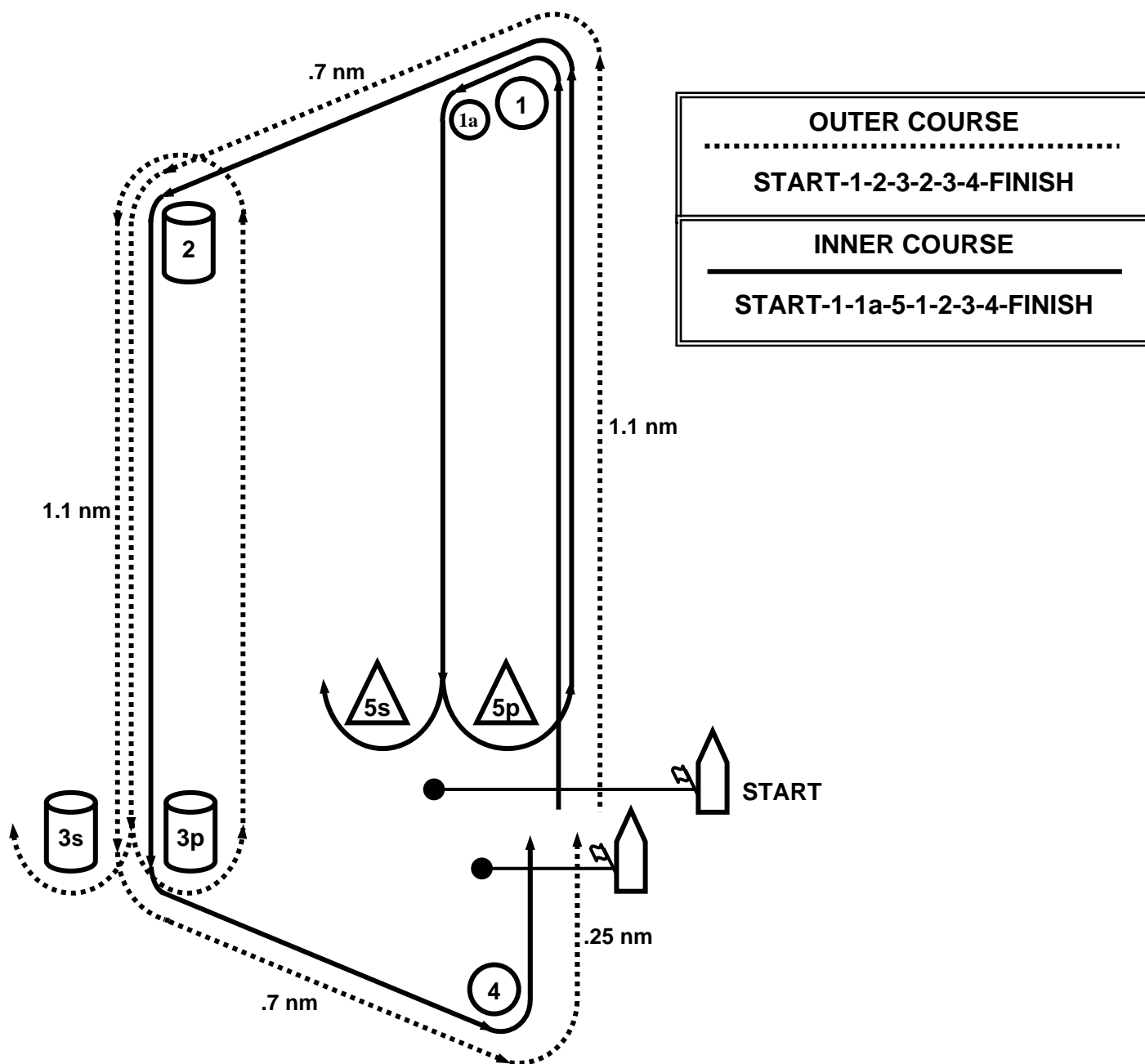
Laser 1st-10th.

Laser 1st Junior

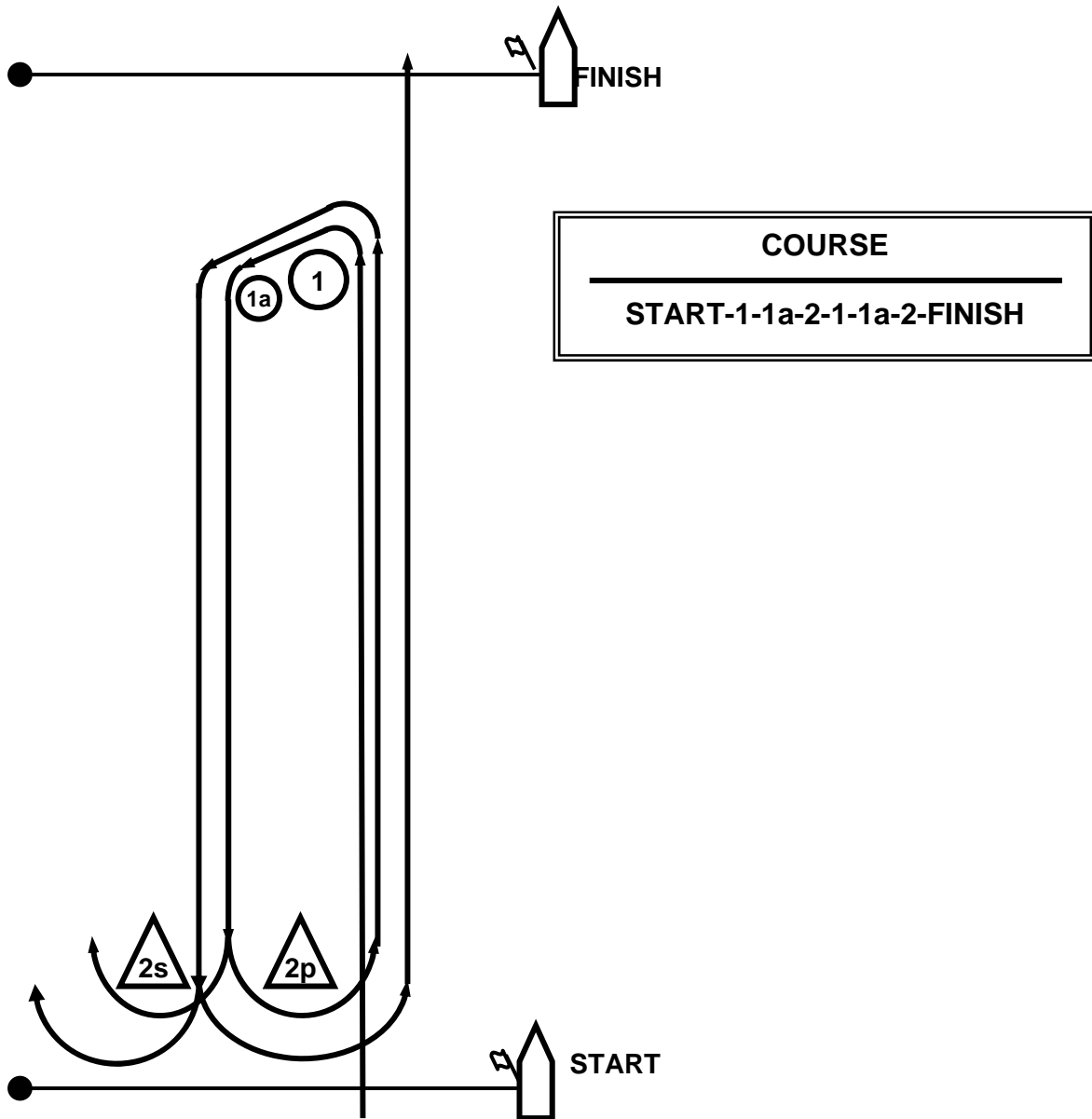
)

## Appendix III - ILCA-NA Preferred Courses

### ILCA Trapezoid Course



▪ ILCA Windward/Leeward Course



## Appendix IV - STANDARD ENTRY FORM

### REGATTA ENTRY FORM

Regatta name\_\_\_\_\_

Dates of event\_\_\_\_\_

Name of Competitor\_\_\_\_\_

Age \_\_\_\_\_ Date of Birth \_\_\_\_\_ Sex \_\_\_\_\_

Street address\_\_\_\_\_

City\_\_\_\_\_

State/Prov. \_\_\_\_\_ Post code/ zip code\_\_\_\_\_

Country\_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Home Yacht Club \_\_\_\_\_

Member of the Laser Class? \_\_\_\_\_ Expiration date\_\_\_\_\_

Home phone \_\_\_\_\_ E mail\_\_\_\_\_

Check enclosed? \_\_\_\_\_ Amount?\_\_\_\_\_

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