

LAKE CITY YACHT CLUB

SAILING INSTRUCTIONS

2020

Updated: April 2020

1. Rules

The U.S. Sailing Racing Rules of Sailing for 2017 - 2020 will cover the Lake City Yacht Club (LCYC) sailing regattas, except as modified by these Sailing Instructions.

The Race Director of the LCYC establishes these Sailing Instructions.

A LCYC racing skipper is a member of the LCYC.

The Race Director shall hold a Race Meeting at least once per racing season and invite all LCYC racing skippers. Meetings and committees shall decide questions by majority vote according to Robert's Rules of Order. The Race Meeting may establish a Race Committee and appoint members.

The LCYC Race Director shall be the chairman of the Race Committee. Members of the Race Committee may assist the Race Director in setting the Race Schedule, establishing the Sailing Instructions and assigning Racing Handicaps. The Race Director, a Race Meeting or the Race Committee may establish and appoint members of a Handicap Committee.

If there are questions about the Race Schedule, Handicaps or Sailing Instructions, the Race Director shall decide the question until the formal Race Committee can resolve the question.

The Race Director must appoint an assistant Race Director to substitute for any absence of the Race Director.

2. Schedule of Races

The LCYC Race Committee publishes a schedule of races that is posted on the Regatta Board and club website: www.lakecityyachtclub.com. Any changes to the schedule, except for postponements or cancellations for unusual causes, shall be posted on the regatta board at least one week in advance. For two-day regattas (Springer Memorial, Pepin Open, Hoyt Cup) the Race Committee may decide to start more than the scheduled races per day without changing the total number of races scheduled for the entire event.

3. Skipper's Meetings

Competitors shall be responsible for reviewing the sailing instructions prior to racing. No Skipper's meetings are planned for the Yacht Master races.

LCYC Club races may have a Skipper's meeting at the discretion of the race committee and the RC in this case will email the time and day of the meeting at least one day before the race.

For the 2-Day regattas (Springer Memorial, Pepin Open, Hoyt Cup), the Skipper's meeting will occur at 9AM Saturday morning of the first day of scheduled racing. The meeting will be held in the LCYC Clubhouse unless otherwise announced. Any changes to the Sailing Instructions will be posted on the Regatta Board.

Sailing Instructions are available on the LCYC website and the Regatta Board in the Clubhouse.

4. Notices to Competitors

The Committee Boat will fly standard race flags and sound signals for communication with racing yachts. Verbal communication will be attempted over channel 72 on the VHF radio. **Note that channel 72 communication is for advice and courtesy announcements. An official communication is conveyed through flags and sound signals.** In the case where a race is postponed or canceled before the committee boat leaves the harbor, the proper flag will be flown from the race committee boat at the dock. Other notices to competitors will be posted in a timely manner on the official Regatta Board located in the LCYC Clubhouse. It is the responsibility of each skipper to monitor the notice board for race information.

5. Eligibility

A. Eligible yachts may enter regattas and races by registering with the LCYC Race committee. The following conditions shall be met for eligibility:

1. Registration and Handicap Rating Form have been submitted.
2. All required racing fees have been paid.
3. The yacht has received a LCYC handicap rating or has received permission of the race committee to race with a provisional handicap.
4. The yacht flies the appropriate class flag while competing, or notifies the race committee prior to starting.

B. The information required for eligibility and rating shall be received as follows:

1. At least one week prior to the first race for Spring or Fall Series, Springer Memorial and Hoyt Cup.
2. No later than 9:00 a.m. on race day for anyone entering an open race or regatta.
3. Any yacht entering a regatta or series must sail with the same handicap rating for that particular regatta or series, i.e., must not change boat configuration affecting rating and only use sails for which rated. The one exception is the spinnaker class. A yacht may elect to sail with or without a spinnaker on a per race basis.

C. The LCYC Yacht Registration and Handicap Rating form shall be used whenever possible; however, such information may be received in other forms and shall include:

1. Yacht owner name, address and telephone number.
2. Name and sail number of the yacht.
3. Manufacturer and model, including any variations from a standard yacht.
4. Type of propulsion and underwater drive.
5. Any modifications to the standard yacht in the hull, spars, rigging or equipment that might affect handicap rating.
6. Sail inventory, as the yacht will be raced: maximum size of jib, main, spinnaker, and spinnaker pole.
7. Any other information required, or necessary to enable the LCYC Handicap Committee to establish a rating in accordance with the U.S. SAILING-PHRF rating system.

D. Sign-up for races by turning in the race registration and rating form to the Race Director before the skipper's meeting of the race (or series).

E. Only LCYC regular members are eligible to win the LCYC Yachtmaster Trophy, which is based on the Spring, Fall, Springer Memorial, and Hoyt Cup regattas. However, at the discretion of the race committee, yachts other than those belonging to LCYC members may be eligible to compete in any and all LCYC races.

F. LCYC racing is organized to encourage amateur competition. Consequently, professional sailors shall be subject to restrictions to participate in any races. Professional Sailors are defined as those sailors who are employed in the "Marine Industry" as defined by the U.S. SAILING and are referred to as "Marine Industry Racers", (MIR's). It is also recognized that participation by MIR's can increase the general level of LCYC fleet competition and skill. Therefore, MIR's will be allowed during select LCYC racing events, under the following conditions:

1. MIR's shall not helm the yacht during any race.
2. If the MIR is the owner of the boat and a member of LCYC and meets all normal eligibility requirements, they are allowed to participate as a regular racing member.
3. Violations are subject to disqualification

6. LCYC Handicap Procedures

A. The Race Director, Race Committee or Handicap Committee determines the ratings for all yachts racing in LCYC races.

B. Handicap Ratings are determined by the PHRF Time-On-Distance method of handicapping. LCYC uses US Sailing reported PHRF TOD design ratings. The LCYC handicap is comprised of:

1. The yacht design Speed Prediction (SP) Rating
2. Vessel adjustments to the SP rating, for modifications from the standard yacht design
3. Lake City vessel adjustments to the SP rating, for local performance or special circumstances

C. The Speed Prediction rating for a yacht is based on the standard design for a given yacht, per the US Sailing and definitions and possibly modified by Pacific Northwest PHRF definitions for deviations from the standard yacht configuration. Generally, the standard vessel is the stock yacht sailing a 150-155% Genoa and 180% spinnaker, with spinnaker pole equal to the fore triangle "J" measurement, and standard auxiliary power.

D. Adjustments are made from a particular vessel's SP rating for modifications from the standard design. In general, modifications are considered to be made in the interest of racing performance and ratings are therefore towards "faster" rating adjustments. The more modified a vessel is from the standard definition, the more that vessel's rating will reflect adjustments towards a faster (lower) rating. This is consistent with Pacific Northwest PHRF handicapping guidelines and philosophy.

Adjustments generally follow Pacific Northwest published rating adjustment recommendations. LCYC handicapping interpolates specific vessel modifications within the 3 second/nautical mile ranges indicated by Pacific Northwest recommendations. For example, vessel A declares a nonstandard genoa with a sail area ratio of 1.08, relative to the standard vessel. Pacific Northwest rating adjustment tables recommend (-6) seconds for the range 1.05+ - 1.09 and (-9) seconds for the range of 1.09+ - 1.13. LCYC would apply a (-8) or (-9) second/nm sail adjustment for jib (SAFJ) to the vessel A SP rating, as the 1.08 ratio is closer to the (-9) second/nm increment than to the (-6) second/nm increment.

This is both a more fair and objective use of the Pacific Northwest recommended differentials, and discourages modifications that aim to maximize sail advantage while minimizing rating adjustment penalties specific to the Pacific Northwest PHRF tabulations.

E. In some cases, LCYC handicap determination may refer to local performance observations -- or other sources, such as vessel manufacturers, etc. -- to resolve apparent discrepancies in the US Sailing reported SP ratings or a vessel's SP rating adjusted for modifications.

F. A yacht may decide to sail without a spinnaker in a spinnaker class and receive a rating adjustment based on the average wind speed for the race. The yacht shall:

1. Notify the committee boat 5 minutes before the initial starting sequence of the race, even if that boat is in a following start sequence, that she will not use a spinnaker during that race

- AND -

2. Fly a visually identifiable yellow flag from her backstay during the race

Failure to notify the committee boat and fly a yellow flag will cause the yacht to be scored as if she had used a spinnaker. The yacht should use discretion when hailing the committee boat as to not disrupt the operator while working the starting sequence.

Wind Speed

(Knots) Handicap Adjustment (Seconds/Mile)

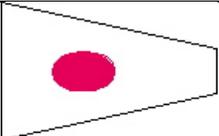
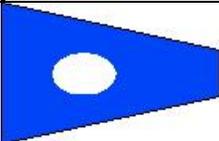
Wind Less Than 6	15
>= 6 and < 11	12
>= 11 and < 16	9
>= 16 and < 21	6
>= 21 and < 26	3
Wind Greater than or Equal 26	0

G. The procedure for appealing for a change in handicap rating is as follows:

1. Request a review of your handicap rating at least one month prior to the race in which you are seeking a change from the LCYC Handicap Committee. Rating changes will not affect previous race scores.
2. Be prepared to give evidence and show cause why you believe your rating should be changed.
3. In the unlikely event you are dissatisfied with the Handicap Committee decision you may further appeal to the LCYC Race Committee. The Race Committee will hear the appeal and render a decision. This decision will be final.

7. Classification of Yachts for Racing

A. Class Flags: those used most frequently

Class	Description of Class Flag	
Class 1	Trapezoidal shaped pennant with a white field and a red dot (Code Flag "1")	
Class 2	Trapezoidal shaped pennant with a blue field and a white dot (Code Flag "2")	

B. Jib & Main class and Single Handed: no flying sails are permitted, including spinnakers, stay sails, and any other sails not attached to the forestay. Two jibs are not allowed except during the process of changing to a different size jib.

C. Double Handed: boats are handled by two people. Additional persons (guests) are permitted on board, but have to remain below deck or in the cockpit, and cannot participate in sail handling or any other activities. Flying sails are permitted.

D. Non-Yachtmaster Races: a yacht may decide to sail with or without a spinnaker or gennaker. Provisions in Section 6.F will apply.

8. Starting

A. The course flags shall generally be flown a minimum of 5 minutes before the first flag is flown.

B. Flag Sequence: the LCYC start sequence uses a combination of U.S. SAILING flags to define the amount of time left before a given class start. A single cannon, or other sound signal, shall be used to indicate the start of each fleet. The Race Director or committee boat operator has the option of combining two or more fleets for starting purposes. Be advised that sounds may be used, but the flags are the official signal.

Starting Sequence:

Minutes before starting signal	Visual signal	Sound signal	Means
5	Class flag	One	Warning signal
4	P flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class flag removed	One	Starting signal

C. Starting Times: the first start shall be at about 1055 AM for the first race on any racing day. Subsequent starts will be at 5 minute intervals, each indicated by the class flag. The next race will begin when the RC is able to begin a start sequence.

1. No race will begin after 2:30 on Sunday
2. No original warning signal will be made after 3:30pm for any Saturday races

D. Any yacht using its engine after the starting sequence for its class will be disqualified, except for the following conditions:

1. The yacht has run aground before the start for its class. The yacht shall run its engine only long enough to become floating free and shall not gain distance toward the next mark.
2. The yacht is late for its start.
 - a. The yacht shall not run its engine within 10 boat lengths of the starting line at any time.
 - b. If the yacht runs its engine during the 5 minutes before the start, then the yacht shall not start before the last yacht of its class has started that has not used its engine during the starting sequence. This includes starting after yachts that are required to return to starting line because of being over early or hitting a starting mark.

The intent of this rule is to allow a yacht that leaves the harbor late or strays to far from the starting line in a dying wind to get back near the starting line.

E. The starting line will be between the flagstaff on the Committee Boat and a fixed mark. A mark may accompany the committee boat to protect against collisions. If a protection mark is used all yachts shall pass between the two marks but the starting line is still designated by the flagstaff on the Committee Boat and the starting mark farthest from the Committee Boat.

F. Example Starting Sequence (if two fleets):

10:55	Class two flag, warning sound signal
10:56	P flag, Preparatory sound signal
10:59	Preparatory flag removed, long sound signal
11:00	Class two flag removed, Start sound signal, Class one flag
11:01	P flag, Preparatory sound signal
11:04	Preparatory flag removed, long sound signal
11:05	Class one flag removed, Start sound signal

9. Postponement or Abandonment of Races Before the Starts

- A. Before the starting signal, the race committee may, for any reason, postpone (display flag AP, with two sounds) or abandon the race (display flag N, with three sounds.)
- B. Postponement duration for the first race of the day is one hour and may include an onshore postponement.
 - a. Following the 1st abandonment, the postponement time may be shortened to 30 minutes for subsequent races.
 - b. Following two consecutive abandoned races, the race committee may end racing for the day.
- C. When a race has been abandoned, the subsequent postponement for additional races will begin immediately.

- D. The Race Committee has the discretion of abandoning races subject to the proper notification of all contestants. The committee boat will indicate abandonment by flying the "N" flag and sounding three sound signals.
- E. The starting sequence for postponed races will begin one minute after the postponement flag is lowered.
- F. The starting sequence will be as described in section 11B when the race is restarted.

10. Shortening or Abandoning a Race after the Start

- A. A race shall be abandoned if no yacht attains an average speed of 2 knots per hour made toward the first mark. The Committee Boat will indicate "Abandonment" by flying the "N" flag and sounding three horn blasts.
- B. A race shall be shortened if no yacht makes good an average speed of 2 knots per hour on any leg after rounding the first mark. The Committee Boat will indicate a shortened race by being on station at the next mark to take finish times while flying the "S" flag.

11. Recalls

- A. Individual Recall: when, at a boat's starting signal, any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall promptly display the flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.
- B. General Recall: when at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute flag with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute flag is removed (one sound), and the starts for any succeeding classes shall follow the new start. When a general recall for a class has been signaled, a complete 5 minute starting sequence will be used for that class. The Committee boat has the option to restart the same class or continue with the next class in the starting sequence. Watch the class flag to determine which class is starting next.

12. The Finish

- A. The finish line will be between the flagstaff on the Committee Boat and a fixed mark. The finish line shall be crossed from the direction of the previous mark, regardless on which end of the line the Committee Boat is positioned.

B. Yachts that finish after the Committee Boat has left the finish line must take their own elapsed time and report it to the Race Committee.

13. Protests

A. Racing Rules of Sailing Rule 44.1, Taking a Penalty, shall apply. A boat may take a Two –Turns Penalty when she may have broken one or more Part 2 – Fundamental Rules in an incident while racing. She may take a One-Turn Penalty when she may have broken Rule 31 – Touching a Mark.

B. Protests, those that have not been properly exonerated on the racecourse, shall be submitted to the Protest Committee Chairman, or the Fleet Captain, Regatta Director or Race Manager in that person's absence. All protests, that have not been exonerated, must be submitted in writing within one hour after the Committee boat returns to the dock. The Committee requests that these protests be submitted on the US Sailing Protest form.

C. A notice of the Protest Committee hearing will be posted on the regatta board at least 30 minutes prior to the hearing. The Protest Committee will attempt to contact the yachts that are named in the protest.

D. The Protest Committee may assemble a protest jury that includes same racing class jurists, at their discretion, to ensure a competent hearing when numbers of potential jurists are limited.

E. In the case of a right-of-way protest hearing, in which there is no contact or only incidental contact; i.e., no injury to persons on either yacht, nor serious damage to hull, equipment, or sails:

1. A Scoring Penalty, will apply. The penalty will be 30 percent of the number of starters in its class or at least 4 places.

2. A protested yacht which does not so acknowledge an infringement but is later found guilty in a protest hearing shall be penalized by 50 percent of the number of starters in its class or at least 6 places and may be liable to disqualification by the Protest Committee.

F. The penalty for non-right-of-way infringements shall range from a minimum of a 20 percent reduction in finishing place, based on the number of starters in the Class, or at least three places, to disqualification, depending on severity and flagrancy.

14. Scoring

A. Races will be scored using the Low Point System of US Sailing.

B. All yachts that did not compete (DNC or DNS) or did not finish (DNF), shall score 1 point more than the last finishing yacht.

C. The scores of individual races shall be added to determine the score for series regattas. Races may be thrown out based upon the number completed in a series.

- a. Less than or equal to 4: 0
- b. More than 4, less than or equal to 6: 1
- c. More than 6, less than or equal to 10: 2
- d. More than 10: 3

The yacht with the lowest cumulative score for a regatta shall win. The thrown-out races do not count toward Yachtmaster.

D. The Yachtmaster Series shall be scored based on the total point scores of the Spring, Fall, Hoyt Cup, Springer Memorial races. All races must be sailed in the same class to be scored for the Yachtmaster Series.

15. Owner's Responsibility

The safety of a yacht and her crew is the sole and inescapable responsibility of the owner, who must do his or her best to ensure that the yacht is fully sound, thoroughly seaworthy and staffed by experienced crew who are physically fit to face the conditions which may be encountered on the race course, including bad weather. The owner must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. The owner must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. It shall be the skipper's responsibility to retire, regardless if the race is abandoned or not, if wind or sea conditions occur for which a boat is not seaworthy.

16. Insurance and Liability

Each participant must maintain in full force and effect, during the entire racing season, a policy of proper liability insurance coverage for racing written by a responsible insurance company insuring the owner and any operator against liability for property damage or bodily injury. Owners must comply with this requirement as a condition of entering races.

17. Notice of Limitations of Liability

Neither the Lake City Yacht Club nor the Race Committee, its members, or any other committee, shall be liable for any injury or damage whatsoever to persons or property whether caused by, or resulting from, their act, omission, or alleged negligence, or from weather or sea conditions, hazards of any kind, defects or failure of vessels to be seaworthy in hull, rigging or gear, or any acts, omissions, or alleged negligence of or in connection with any race, regatta, cruise, spectacle, or any yachting or marine activity

sponsored or aided in whole or in part by the Lake City Yacht Club. Notice is hereby given to all participants (which includes crew, spectators, officials, and others) that they participate in any such event solely at their own risk. Skippers of participating yachts are required to appraise all crewmembers of this Limitations of Liability as a condition of entry.

18. Flags, Forms and Instructions to carry onboard

A. All racing yachts are expected to carry copies of the following documents:

1. Lake City Yacht Club Sailing Instructions
2. The Racing Rules of Sailing for 2017 – 2020 (U.S. Sailing Association)
3. The Racing Rules of Sailing for 2017 – 2020 Protest Form

B. All racing yachts are expected to carry the following flags:

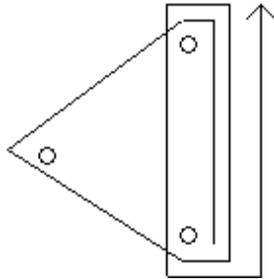
1. Class flag
2. Protest flag
3. Non-spinnaker declaration flag (yellow)

The listed documents are available on the Lake City Yacht Club website www.lakecityyachtclub.com. The class 1 flag is a nautical signal “one” and the class two flag is the nautical signal “two”. The protest flag is red and the non-spinnaker declaration flag is yellow. The flags, when used, are to be flown off the backstay of the racing yacht.

19. Appendix A: Racecourses

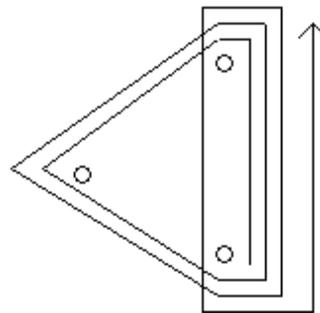
- A. Courses will be designated on the Committee Boat's main flagstaff , mounted flagstaffs or handheld flagstaffs.
- B. Some courses may be set which use existing navigation marks as racing marks.
- C. Course information will be displayed or available by hailing the committee boat prior to each race. It is the responsibility of each yacht racing to check for such information prior to the start of the race.
- D. On the course flag, a red or green background indicates that the mark roundings shall be to port (red) or starboard (green). All marks shall be rounded on the same side even if roundings greater than 180 degrees are required.
- E. The compass heading to the first mark shall be available by request from the committee boat via hail or a chalkboard. In addition, a whiteboard may be used by the Race Committee to display special instructions to competitors.
- F. In the event an offset mark is placed near the windward mark to keep traffic clear, this mark must also be rounded.
- G. In the event the starting line is moved, the Committee Boat will fly code flag "L" and the start of the race will be delayed to enable the fleet to follow the Committee Boat to the new starting area
- H. Course Designators and Course Descriptions. Following are the designators and descriptions of the courses that will be regularly sailed at Lake City. All the designators listed on this section will appear on the course flag flown from the main staff of the committee boat.

Olympic 1, flag "01"



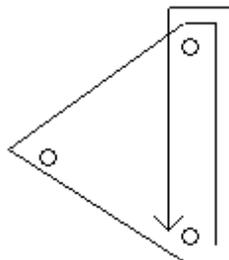
The O1 course requires each racer to sail 6 legs to complete the race. The legs are sailed in the following order: Windward, reach, reach, windward, leeward, windward.

Olympic 2, flag "02"



The O2 course requires each racer to sail 9 legs to complete the race. The legs are sailed in the following order: Windward, reach, reach, windward, reach, reach, windward, leeward, windward.

Gold Cup Course - flag "GC"



The GC course requires each racer to sail 5 legs in the following order: Windward, reach, reach, windward, leeward.

Windward - Leeward 1.5, flag "WL 1.5"

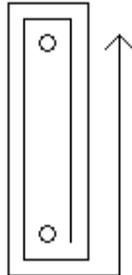


The WL 1.5 course requires each racer to sail three legs in the following order: Windward, leeward, windward.

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**Windward - Leeward 2.0,
flag "WL 2.0"**

**Windward - Leeward 2.5, flag
"WL 2.5"**



The WL 2.5 course requires each racer to sail five legs in the following order: Windward, leeward, windward, leeward, windward.



The WL 2.0 course requires each racer to sail four legs in the following order: Windward, leeward, windward, leeward.

**Alternate sailing legs if mid-leg start/finish line established:
Windward (1/2 course leg),
leeward, windward, leeward,
windward (1/2 course leg)**

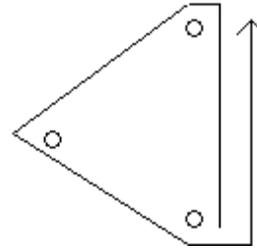
**Windward - Leeward 3.0, flag
"WL 3.0"**



The WL 3.0 course requires each racer to sail six legs in the following order: Windward, leeward, windward, leeward, windward, leeward.

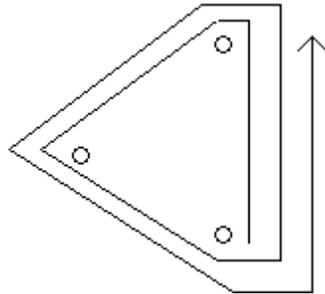
Alternate sailing legs if mid-leg start/finish line established: Windward (1/2 course leg), leeward, windward, leeward, windward, leeward, windward (1/2 course leg)

**Triangle Course 1 1/3, flag
"T 1.3"**



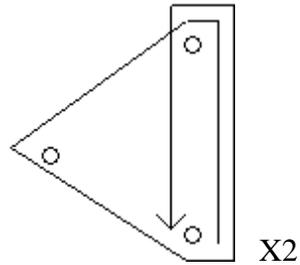
The T 1.3 course requires each racer to sail four legs in the following order: Windward, reach, reach, windward.

**Triangle Course 2 1/3, flag
"T2.3"**



The T 2.3 course requires each racer to sail seven legs in the following order:
Windward, reach, reach, windward, reach, reach, windward.

**Americas Cup Course -
flag "AC" (2 Gold Cups)**



The AC course is a Gold Cup, ran twice, which requires each racer to sail 10 legs in the following order:
Windward, reach, reach, windward, leeward, windward, reach, reach, windward, leeward.

20. Appendix B - Race Signals: Squares indicate those most frequently used at Lake City Yacht Club

RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (\uparrow \downarrow) means that a visual signal is displayed or removed. A dot (\bullet) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

Postponement Signals



\uparrow \bullet \bullet \bullet \downarrow \bullet

AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



\uparrow \bullet \bullet \bullet

AP over H Races not started are *postponed*. Further signals ashore.



\wedge \bullet \bullet \bullet

AP over A Races not started are *postponed*. No more racing today.



Pennant 1 \uparrow \bullet \bullet \bullet \downarrow \bullet



Pennant 2 \uparrow \bullet \bullet \bullet \downarrow \bullet



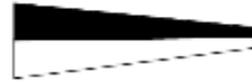
Pennant 3 \uparrow \bullet \bullet \bullet \downarrow \bullet



Pennant 4 \uparrow \bullet \bullet \bullet \downarrow \bullet



Pennant 5 \uparrow \bullet \bullet \bullet \downarrow \bullet



Pennant 6 \uparrow \bullet \bullet \bullet \downarrow \bullet

AP over a numeral pennant 1–6 *Postponement* of 1–6 hours from the scheduled starting time.

Abandonment Signals



\uparrow \bullet \bullet \bullet \bullet \downarrow \bullet

N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



\uparrow \bullet \bullet \bullet \bullet

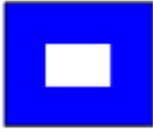
N over H All races are *abandoned*. Further signals ashore.



\uparrow \bullet \bullet \bullet \bullet

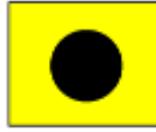
N over A All races are *abandoned*. No more racing today.

Preparatory Signals



↑ ● ↓ —

P Preparatory signal.



↑ ● ↓ —

I Rule 30.1 is in effect.



↑ ● ↓ —

Z Rule 30.2 is in effect.



↑ ● ↓ —

Black flag.
Rule 30.3 is in effect.

Recall Signals



↑ ●

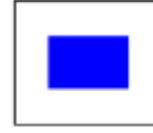
X Individual recall.



^ ● ● ● ↓ ●

First Substitute General recall.
The warning signal will be made 1 minute after removal.

Shortened Course



↑ ● ●

S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg



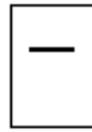
C The position of the next *mark* has been changed:



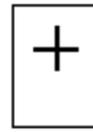
to starboard;



to port;



to decrease the length of the leg;



to increase the length of the leg.

Other Signals



↑ ●

L Ashore: A notice to competitors has been posted.
Afloat: Come within hail or follow this boat.



M The object displaying this signal replaces a missing *mark*.



↑ ●

Y Wear a personal flotation device.



(no sound)

Blue flag or shape. This race committee boat is in position at the finishing line.