



Lightning Dixie District Championship Regatta

38th Annual Doc Gilbert Potomac Cup Regatta

Hosted by Lightning Fleet 50

Leesylvania State Park

Woodbridge, VA, USA

June 29-30, 2024

SAILING INSTRUCTIONS

I – ORGANIZING AUTHORITY

International Lightning Class Association (ILCA), Potomac River Sailing Association (PRSA), and Lightning Fleet 50.

II – RULES

The regatta will be governed by the following rules, except as modified by the sailing instructions and notices:

1. The 'rules' as defined in the Racing Rules of Sailing (*RRS*).
2. The Rules Governing all Lightning Class District Championships.
3. Prior to the warning signal of her first race of each day, each boat is required to check in with the RC boat on starboard tack giving her (sail or bow number) and to receive a clear signal of acknowledgement.

III – NOTICE TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Leesylvania State Park Pavilion. Oral changes to the SI may be given on the water. The Race Committee Signal Boat shall display code flag “L” and competitors shall approach the Signal Boat and receive the oral change while code flag “L” is displayed in accordance with RRS 90.2(c).

IV – CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 1000 on Saturday and 0900 on Sunday, except any change to the schedule of races will be posted by 1800 on Saturday. Oral changes to the SI may be given on the water as noted in paragraph III (above).

V – SIGNALS MADE ASHORE

1. Signals made ashore will be displayed at a committee boat at the dock.
2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in race signal AP. This changes RRS Race Signals “AP”

VI – SCHEDULE OF RACES

1. The RC intends to run 4 races on Saturday and 2 on Sunday. Races not sailed on Saturday may be sailed on Sunday.
2. A **skipper's meeting** will be held in the area of the hoists at **1030** on Saturday.

3. The scheduled time of the **warning signal** for the first race is **1200 on Saturday** and **1000 on Sunday**.
4. No warning signal will be made after 1500 on Sunday.

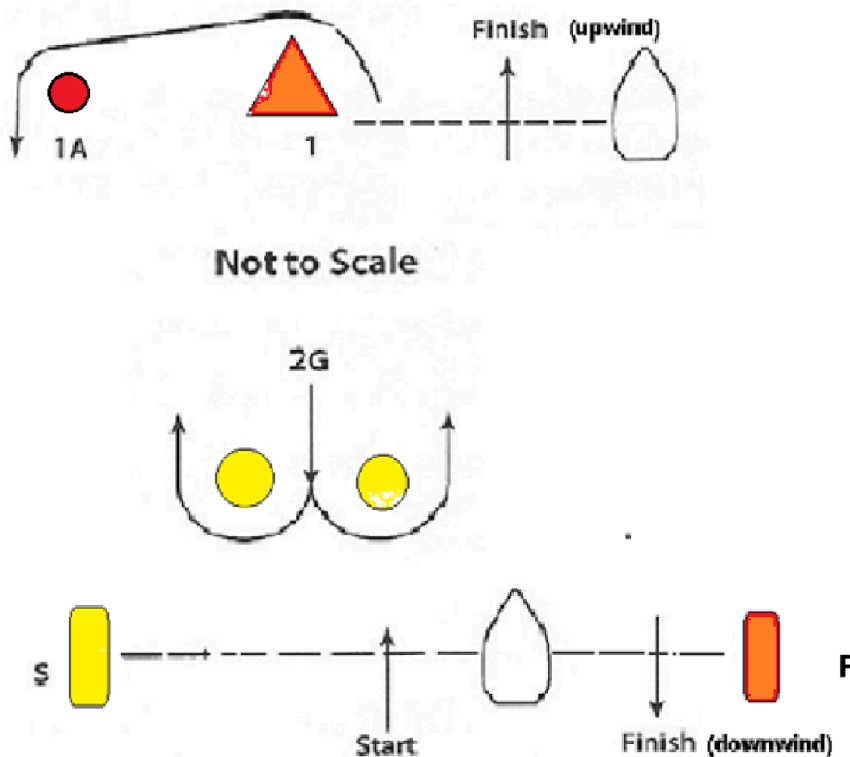
VII – RACING AREA

The racing area will be approximately one nautical mile east of the docks at Leesylvania State Park.

VIII – THE COURSES

The diagram in the illustration below shows the courses, including the order in which marks are to be passed and the side on which each mark is to be left. The weather leg will be approximately 1 mile. There will be a weather mark and offset mark approximately 10-boat lengths away, both will be rounded to port. The leeward mark will be a gate with two marks approximately 7-10 boat lengths apart. A yacht must pass between the marks and can round either mark to go upwind. If one of the gate marks is missing, round the remaining mark to port.

1. The five leg course, which shall be indicated by flying a **yellow flag with the numeral “5”** before the warning signal, is twice around a windward-leeward course with an extra weather leg for a total of 5 legs.
2. A four leg course, which shall be indicated by a **green flag with the numeral “4”** before the warning signal, is twice around a windward-leeward course for a total of 4 legs and the finish downwind to the left of the committee boat (looking downwind).
3. A three leg course, which shall be indicated by a **white flag with the numeral “3”** before the warning signal, is once around a windward-leeward course with an extra weather leg for a total of 3 legs.



Yellow flag with “5”: 5 Leg W-L Course:

Start--1(port)--1A(port)--2G--1(port)--1A(port)--2G-Finish(upwind);

Green flag with “4”: 4 Leg W-L Course:

Start--1(port)--1A(port)--2G--1(port)--1A(port)-Finish(downwind);

White flag with “3”: 3 Leg W-L Course: Start--1(port)--1A(port)--2G--Finish(upwind)

IX – MARKS

1. Mark 1 will be a **large orange tetrahedron**.
2. Mark 1A will be an **orange cylinder**.
3. The starting mark S will be a **yellow cylinder**.
4. The leeward gate will be **two large yellow balls**.
5. The finishing mark for courses “5” and “3” will be Mark 1 and for course “4” will be an **orange cylinder**.

X - THE START

1. Races will be started using RRS 26. In addition to sounds and flags as described in RRS 29, the race committee may attempt to hail OCS (On the Course Side) boat(s) by hailing sail numbers orally and/or over the designated VHF channel. Failure of a boat to see or hear a hail, for a hail to be made, or the order of hails shall not be grounds for redress. This changes RRS 62.1(a).
2. The Starting Line will be between a staff or halyard displaying an **orange flag** on the main committee boat and the starting mark described in IX.3 or the staff displaying an **orange flag** on an anchored pin line boat. If a starting mark is used, a line boat may be positioned near the port end of the Starting Line.
3. The Class flag will be a red lightning bolt on a white background:



4. A boat starting later than 15 minutes after her start shall be scored Did Not Start (DNS). This changes RRS A5.1.

XI – CHANGE OF THE POSITION OF THE NEXT MARK

To change the position of the next mark, the race committee will move the original mark (or the finishing line) to a new position. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signaling to maintain the course configuration. In the case of a move of the windward mark, there will be no offset mark.

XII – THE FINISH

The finishing line will be between a staff displaying a **blue flag** on the committee boat and the course side of the finish mark described in IX.5.

When the course is shortened at a gate, a race committee boat near the gate will display flag S. Boats shall finish by sailing through the gate from the direction of the previous mark. The finishing line will be between the gate marks. This clarifies race signal S and RRS 32.3.

XIII – PENALTY SYSTEM

1. 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 racing in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."
2. Change RRS 44.1 to say "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."
3. Post-Race Penalties may be taken in accordance with RRS Appendix V2.

XIV – PROPULSION

Rule 42.3 (c) is replaced with: "On a free leg of the course, when surfing (rapid accelerating down the leeward side of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy controlling any sail, 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." This modifies RRS 42.

XV – TIME LIMITS

1. Time limit shall be one and one-half (1-1/2) hours. If no boat reaches the weather mark on the first leg of the course within thirty (30) minutes, the race shall be abandoned and, if possible, resailed.
2. Boats failing to finish within thirty (30) minutes after the first boat sails the course and finishes will be scored Time Limit Expired (TLE). TLE is defined as the number of boats finishing plus two but not to exceed the score for Did Not Finish (DNF). This changes rules 35 and A 5.2 and adds "TLE" to scoring abbreviations.
3. A race will be deemed to have started by the deadline if the original Warning Signal is within the deadline as stated in VI.4, regardless of subsequent recalls.

XVI – PROTESTS AND REQUESTS FOR REDRESS

1. Protest forms are available from the Regatta Chairman or Protest Committee. Protests shall be delivered to the Protest Committee within one hour after the official docking of the designated RC boat (flying RC ensign). The time of docking will be posted on the official notice board. The same protest time limit applies to all protests by the race committee. This changes rules 61.3 and 62.2.
2. Notices will be posted within thirty minutes of the protest time limits to inform competitors of hearings of which they are parties to or named as a witness therein.
3. Notices of protests by the race committee will be posted to inform boats under rules 29, 30 and 61.1(b).
4. A list of boats that have acknowledged breaking rule 42 will be posted before the protest time limits.
5. For the purpose of rule 64.4(b) the 'authority responsible' is the measurer appointed by the organizing authority.
6. On the last day of the regatta to request for reopening a hearing shall be delivered:
 - a. Within the protest time limits if the party requesting reopening was informed of the decision on the previous day;
 - b. No later than 30 minutes after the party requesting reopening was informed of the decision on that day. This change is rule 66.
 - c. A party is considered informed as of the posting on the official notice board.

XVII – SCORING

1. Six races are scheduled.
2. One race is required to be completed to constitute a series. If five (5) or fewer races are completed, no scores will be excluded. This modifies RRS Appendix A2.

XVIII – SAFETY REGULATIONS

1. Each boat shall carry safety equipment conforming to government regulations, ILCA class rules, and US Sailing or World Sailing rules.
2. **Skippers and crew shall wear PFD while racing** (PRSA requirement).
3. A boat that retires from a race shall notify the race committee as soon as possible.

XIX – REPLACEMENT OF CREW OR EQUIPMENT

1. Substitution of competitors will not be allowed without prior written approval of the race committee.
2. Substitution of damaged or lost equipment, except safety equipment, will not be allowed unless approved by the race committee.

XX – SAFETY EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, the boat can be instructed by race committee measurer to proceed immediately to a designated area or inspection.

XXI – SUPPORT BOATS

Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the laylines of the course including the start area) from the start of the first race to the finish of

the last race of the day. Individual competitors may not use support boats at any time from the start of racing until the completion of racing each day unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel.

XXII – RADIO COMMUNICATIONS

1. Competitors are permitted to use hand held VHF radios to monitor **channel 72**. The Race Committee may announce their intentions and inform competitors of upcoming starting sequences on channel 72. The Race Committee will attempt to hail boats identified as OCS (On the Course Side) on channel 72. Failure to receive a hail, for a hail to be made, the order of hails made, or receive other communications to the fleet shall not be cause for redress.
2. Other use of any other communication device is prohibited and such use shall require withdrawal from the race unless determined by the Race Committee to have been for emergency purposes. This restriction also applies to mobile phones and other forms of electronic communication.

XXIII – PRIZES

Prizes will be awarded to each member of the crews placing first through fifth in the Lightning class. In addition, the Doc Gilbert Perpetual Trophy will be awarded to the highest-placing yacht skippered by a member of Fleet 50 in the Lightning class.

XXIV – DISCLAIMER OF LIABILITY

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

XXV – INSURANCE

Each participating boat shall be insured with valid third party liability insurance or the equivalent.