

NALSA

NORTH AMERICAN LANDSAILING ASSOCIATION

**Racing Rules
Revised 2019**

for ALC and other NALSA events



General Information:

1. Please inform yourself about the proper procedures for driving and camping in the desert and in the habitat for the endangered desert tortoise. Information about these subjects can be found later in this bulletin and at www.blm.gov or www.nalsa.org on the NALSA events page.
2. There is a limited amount of time between starts (5 minutes). If you plan to race in back-to-back classes it is advised that you secure your yachts in the staging area near the starting line. This will give you enough time to make the next start.
3. Mary Robertson is the NALSA President; Denis Basasano the regatta manager. Others may be asked by Dennis or Mary to perform specific duties at the event.
4. Pilots Meeting: Please come to this meeting everyday as this is the only time we can communicate easily to everybody. *The first one will typically be at Noon on Sunday for the ALC.*
5. Scoring: As we have done for the past couple years we will need scorers from each fleet. This will be set up with fleet captains on Sunday right after the first pilots meeting on Sunday at about noon. If you are a spectator and would like to help out and to have the best seat in the house for watching racing, please consider helping with scoring.

NALSA Racing Rules and Procedures:

Contents:

General Requirements

Who is who

Protests

Accidents

Lap Races

Timed Races (what we will be using this year)

Scoring

Definitions

Core racing Rules

Safety and Courtesy

Know these cold! They are what keeps us from running into each other.



GENERAL REQUIREMENTS

Classes: *(Classes evolve, go extinct and new classes form. The race committee may adjust the classes for an event based on participation)*

Pilots may enter any of the following classes. The order of starts shall be determined by the race committee.

Class II	121.6 sq. ft. maximum (11.3 sq. m.)
Class III	79.1 sq. ft. maximum (7.35 sq. m.)
Class IV	59.0 sq. ft. maximum (5.48 sq. m.)
Class V	49.0 sq. ft. maximum (4.55 sq. m.)
FISLY 5/ Promo 5	(5.5 sq. m.) FISLY measurement rules
International Mini	FISLY Rules
Manta Single	Class rules (one design)
Manta Twin	Class rules (one design)
Mini Skeeter	Class rules (one design)
US Mini 6.7	Class rules
Sportsman	No wing masts. Masts must be under 10 sq. ft.



One design classes will be determined through entries, (minimum fifteen entries for separate start), and upon request of the class involved. One design, minimum five yachts, can be scored separately and a trophy presented by prearrangement with NALSA. One design yachts must meet class regulations. Open classes with fewer than five entries will not have a separate start.(3/95)

It is not permitted to race in more than one class in multi-class starts (for example: A Standart pilot could not race in both Standart class and and Sportsman if they share a start).

Yachts must display international sail numbers on both sides of the sail. No yachts will be allowed to enter with duplicate sail numbers in the same class.

No yacht shall be permitted to race in a class where the sail area exceeds the requirements of the class. Sails, mast, boom, and faired boom blocks will be measured as sail area. Each pilot is responsible for the measurement of his own yacht to make certain sail area requirements are met. Winning yachts may be measured by the sail committee after any race and will be measured at the completion of

the regatta.

A pilot may not change any part of a yacht after the first race except tires, sails, blocks, booms, and stays. Broken parts may be replaced with similar parts with the approval of the race committee. Wing clarification: Wings may be altered to change sail area (such as removal of the top portion, removal or replacement of flap, etc.) as long as the basic structure remains unchanged. The intent is to allow a wing yacht the same flexibility that a soft sail yacht enjoys while maintaining the rule regarding no change of mast. (3/94)

Brakes are required for all yachts whose pilot's feet cannot reach the ground for stopping. Brakes must be securely attached to the body or axle of the yacht.

Helmets and seatbelts must be worn by all pilots and passengers while sailing at the event. Roll bars are optional, but highly recommended for yachts with stayed masts.

Yachts must be propelled by wind power only. Pushing is allowed to restart the yacht (Some classes restrict pushing).

Ballast may be used, but must not be movable. Ballast shall not be removed or added during a race. Passengers are considered ballast and shall not assist in sailing the yacht.

All yachts must have the class of the sail marked on the tack of the sail with no smaller than a one inch (1") mark. Failure to mark the sail is protestable. Winners who have not marked their sail may face disqualification from the race won. (1/89)

Racing will be conducted under NALSA racing rules. US Sailing Rules will apply where appropriate. (www.ussailing.org)

A regatta will consist of a minimum of one race and an unlimited-maximum (be aware of exhausting the race committee after the old 10 race maximum is surpassed).

AMERICA'S LANDSAILING CUP REGATTA PROCEDURES

WHO is WHO:

Race Committee:

The race committee will consist of the Regatta Chairman, Designated Starter, the NALSA President and any other personnel designated by the NALSA Board. The race committee oversees the regatta.

Regatta Chairman

The *Regatta Chairman* runs the regatta.

Protest Chairman:

The *Protest Chairman* shall supervise all protest hearings at the end of the day's racing.

Designated Starter:

No race shall be valid unless started by the *Designated Starter(s)* who have been specified at the pilots meeting. The *Designated Starter(s)* will at all times while present on the start/finish line wear the *Designated Starter(s)* jacket.

Fleet Captains:

A *Fleet Captain* shall be elected at the initial pilots meeting by the members of each individual fleet. Problems during the regatta should be conveyed to the *Fleet Captain*. The combination of all *Fleet Captains* shall make up the protest committee. A *Fleet Captain* shall not rule on a protest involving his own fleet.

PROTESTS:

Any competing pilot, any race official or any member of the race committee may enter a protest.

A competing pilot or the race committee may be protested.

It is mandatory to protest all violations of the rules.

A pilot, race official or race committeeman entering a protest must:

- Notify the protested party as soon as possible after the infringement has occurred.
- Put the infringement in writing and give it to the *Regatta Chairman* no later than one hour after the finish of the race in which the protest occurred.
- Protests include a \$20, nonrefundable fee.

All protested parties must be notified by the race committee of the time and location of their hearing.

The race committee will post no scores until all protests have been decided.

ACCIDENTS:

Each sailor must render, every possible assistance to any yacht or person in peril, even if the person in peril is not racing.

A pilot of a yacht in distress shall make every attempt to signal all passing yachts, and if possible, the Race Committee if he/she is injured. An able pilot should get out of the cockpit, stand up, and walk around the yacht. If there is no visual signal on the part of the distressed pilot, the yachts passing shall assume injury of a serious nature.

RACING PROCEEDURE: GENERAL

NALSA sails timed races where the yachts are finished upon crossing the finish line after an allotted time has passed.

TIMED RACE PROCEEDURE

The Regatta Chairman sets the allotted time for a race.

The expiration of the time signals the raising of the finish flag and all yachts will then be flagged in as they cross the finish line, regardless of position. The Regatta Chairman may use his discretion to raise the finish flag at a reasonable gap in the yachts slightly before or after the actual time limit.

The race will be black flagged 15 minutes after the finish flag is raised.

STARTING

All pilots should line up on the starting line immediately following the start of the class preceding them or at the time designated by the race committee.

At the start line, the *Starter* shall post and may announce the course and the allotted time (for a timed race).

The *Starter* shall check to make sure all yachts are headed similarly and has the authority to require a yacht to alter her heading.

The race will start no less than ten (10) minutes after the class flag is raised, but only at the direction of the *Designated Starter*. The start may be delayed because of unfavorable wind or a safety hazard. No race may be delayed because a yacht or pilot is not on the line. Succeeding races will be started after the last yacht of the preceding race has finished, or if in the opinion of the race committee, the race can be started safely before a straggling yacht has finished, they may do so. However a pilot racing in the preceding race will have a maximum of five (5) minutes after his own finish to position his yacht for the next start (or risk missing the start). This five minute allowance applies only to pilots whose yachts are already in the staging area. The *Designated Starter* will not wait for a pilot whose yacht is in camp. Yachts racing in succeeding races must notify regatta chairman of their intent prior to the start of racing.

The starting signal shall be the dropping of a green flag. It may be accompanied by an audible signal. The visual signal governs the start, and the audible signal is only a supplement.

After the starting signal, pilots or pushers may begin to move their yachts either by pushing or sailing. One pusher will be allowed to assist in pushing at the starting line for all classes except Manta one design. If a pusher is used, the pilot shall not assist in pushing. The

pilot must be seated in the yacht and the yacht must be positioned within three (3) feet of the starting line prior to the start. The pusher shall not push past the starting line or the yacht will be given a DNS (Did Not Start).

No yacht may be in forward motion at the starting signal.

A yacht that arrives at the start line after the starting signal must come to a complete stop on the starting line before beginning the race.

Races shall not be started:

In less than 10 miles per hour of wind unless the regatta chairman believes there may be sufficient wind to allow the fleet to sail a fair race.

In over 30 miles per hour of wind, unless the regatta chairman believes the wind and conditions will allow for a fair and safe race. *Two (2) or more gusts of wind over 30 mph in the 10 minutes before the start constitute an over 30 mph condition.*

RACING

The race will be sailed around the prescribed marks in the prescribed direction.

While racing, a yacht shall not pass between the end of the start line and camp or cross the start line.

Every yacht must cross the finish line at the end of each lap.

FINISHING

A yacht finishes when any part of her equipment in the proper position crosses the finish line.

The finish of a yacht shall be indicated by the dropping of the checkered flag.

After finishing a yacht shall decelerate toward shore and shall not cross the start line. Yachts may be walked across the start line as long as they do not interfere with the next start.

CANCELING, ABANDONING, POSTPONING

The *Regatta Chairman* or *Starter* may cancel, postpone, or change the course before the start, provided all pilots are informed.

The *Regatta Chairman* or *Starter* may cancel or abandon a race after the start if:

A mark is damaged.

The course, for any reason, becomes unsafe.

The time limit has been reached.

In his opinion, the race should be canceled or abandoned for any other reason.

The course or time of a race may not be altered after the start except by the *Regatta Chairman*.

The signal for canceling, abandoning, or time expiration in a race shall be a black flag displayed at the start/finish line.

All yachts concerned shall be notified by the race committee as to the date, time and place of the re-sail of a postponed or abandoned race.

All yachts entered in the original race shall be eligible to sail in a re-sailed race. New entries may be accepted.

SCORING

A race will be scored as long as one yacht completes one lap within the time limit. Yachts shall score 1 point for first place, 2 points for second place, 3 points for third place, etc. All pilots will be scored according to their position the last time they crossed the finish line. Pilots who have not completed at least one lap will be scored DNF. In the case of a dead heat in any one race, each yacht tied shall receive the number of points corresponding to their finish. Any yacht finishing immediately after the tied yachts shall be awarded the position corresponding to two behind the tied yachts finishing ahead of her.

DNF yachts shall receive the number of points equal to the number of finishers plus one point.

DNS yachts shall receive the number of points equal to the number of finishers plus two points.

DSQ yachts shall receive the number of points equal to the number of finishers plus three.

Yachts hitting a mark will be assessed three penalty points (see sailing rule 8.2).

One out of five (5) races will be thrown out. A DSQ cannot be thrown out. The results will be posted daily at the information center.

When two pilots have an equal number of points, excluding throw outs, the throw outs shall not be used to break the tie.

Duplicate individual trophies shall be awarded for tied yachts after all tie breaking procedures have been followed. Perpetual trophies will be engraved with tied pilots' names.

Three trophies will be awarded for a minimum of five yachts each class, with one additional trophy being added for each five yachts over a field of ten.

REMUNERATION

No pilot shall receive money or other compensation for racing in the America's Landsailing Cup Regatta.

ADVERTISING

No yacht will display advertising during racing other than the sail maker's logo and original manufacturer's logo or trademarks. This requirement may be revoked by the NALSA Board of Directors for certain international events.

CLASS FLAGS*

Manta	Yellow with black Manta logo.
Five Square Meter	White – blue with red square
II	Blue with solid white circle
III	Red – white – blue
IV	Red with white cross
V	Yellow – Blue

** May be abandoned in favor of "Start Flags"*

FLAG DESIGNATIONS

GREEN/YELLOW	Pilots meeting.
GREEN	Start.
BLACK	Race stopped, canceled, or abandoned.
ORANGE	Turning marker.
CHECKERED	FINISHING

DEFINITIONS

In translating the NALSA SAILING AND RACING RULES, the word "shall" is mandatory, whereas the word "should" is directive and not mandatory, and the word "may" is permissive.

DSQ (Disqualification):

Any infraction that involves the safety of any yacht or pilot.

Any infraction that involves a violation of the right-of-way.

The result of any protest of any infraction that the Race Committee determines in favor of the protester.

DNF (Did not finish):

The pilot did not cross the finish line or did not properly cross the finish line.

The pilot did not take the marks in the proper direction or in the proper sequence.

DNS (Did not start): The pilot did not complete a lap by crossing the finish line once.

YACHT ON THE RIGHT: A yacht is to the right of another when it is in the forward right quadrant defined by the centerline of the yacht 90 degrees to the centerline of the rear axle.

STARTING: A yacht starts at the moment forward motion begins after her starting signal.

FINISHING: A yacht finishes when any part of the yacht crosses the finish line from the direction of the last mark.

TACKING : A yacht is tacking from the moment she is beyond head to wind until her sail has filled on the other side.

JIBING : A yacht is jibing when (with the TRUE wind aft) the foot of her sail crosses her centerline until her sail has filled on the other side.

ON A TACK: A yacht is on a tack except when she is tacking, jibing, or stopped.

UPWIND: A yacht is sailing upwind when it is sailing from the leeward mark to the windward mark or when sailing from the starting line to the windward mark.

DOWNWIND: A yacht is sailing downwind when it is sailing from the windward mark to the leeward mark.

OVERTAKING YACHT: A yacht that is coming up behind another yacht

MARK: A mark is any object specified in the sailing instructions

which a yacht must round or pass on a required side. The windward mark is the most upwind of the marks and will, in most cases, be the first mark rounded. The leeward mark is the most downwind mark and will, in most cases, be the last mark rounded before going through the finish line. Most marks will consist of several cones, flags or other objects.

OBSTRUCTION: An obstruction is any object, except a mark, or any area through which a yacht cannot safely pass.

PROPER COURSE: The proper course is the fastest course of the right-of-way yacht to the next mark.

WINDWARD YACHT: The windward yacht is the yacht closest to the true wind.

LEEWARD YACHT: The leeward yacht is the yacht that is farthest from the true wind.

NALSA SAILING AND RACING RULES

The fundamental purpose of the NALSA SAILING AND RACING RULES is to promote safe landyacht racing.

RULE 1. A pilot is responsible for the safe operation of his yacht. Avoidance of a collision shall take precedence at all times regardless of right-of-way. A yacht should signal for right-of-way in cases of possible collision.

RULE 2. Pilots shall attempt to win a race only by fair sailing, skill and superior speed.

RULE 3. A right-of-way yacht shall not alter course so as to prevent a non right-of-way yacht from keeping clear.

RULE 4. A yacht may not employ any means of propulsion other than the action of the wind on the sails. The pilot may push the yacht to leave the starting line or to return the yacht to wind

propulsion when necessary (see class rules about pushing).

RULE 5. Pilots shall wear helmets and seat belts when racing.

RULE 6.0 When on opposite tacks a Yacht on the left shall keep clear of a yacht on the right.

RULE 6.1 Yachts meeting head on are required to bear right.

RULE 6.2 Yachts on the same tack and sailing upwind, the windward yacht shall keep clear.

RULE 6.3 Yachts on the same tack and sailing downwind, the leeward yacht shall keep clear.

RULE 6.4 A right-of-way yacht shall not carry a non right-of-way yacht away from the proper course to the next mark.

RULE 7 Rule of special application. When this rule applies, it overrides Rule 6.

RULE 7.1 OVERTAKING

ENGAGEMENT: The overtaking maneuver is engaged as less than 6 feet separates the extremities of the overtaken yacht from any extremity of the overtaking yacht. DISENGAGEMENT: The overtaking maneuver is accomplished as soon a more than six feet separates the extremities of the overtaking yacht from the extremities of the overtaken yacht.

RESPONSIBILITY FOR THE MANEUVER: The pilot of the overtaking yacht is responsible for the maneuver.

THE OVERTAKEN YACHT must, if sailing in a straight line, maintain its course or move aside, and if turning, proceed with a normal maneuver. Nevertheless, the pilot of the overtaken yacht may, when meeting an obstacle, carry out a turn, in order to avoid it.

THE OVERTAKER must avoid the course of the overtaken. It is an infringement of the rules to compel the overtaken yacht to

change its course or slacken speed in order to avoid a collision.

RULE 7.2 A yacht tacking or jibing shall keep clear of a yacht on a tack. When two yachts are tacking or jibing at the same time, the yacht on the left shall keep clear.

RULE 7.3 A windward yacht must be given room to bear off if in danger of capsizing, but must immediately return to her original heading.

RULE 7.4 A yacht moving shall keep clear of a yacht that is stopped.

RULE 7.5 A yacht restarting shall keep clear of a yacht that is moving under sail power.

RULE 7.6 A yacht not racing or a yacht which has finished a race shall keep clear of the course and all yachts still racing.

RULE 8 A yacht on the outside shall not deprive an overlapping yacht on the inside of room to pass marks and obstructions. Any overtaking done near a mark must be done on the outside.

RULE 8.1A yacht approaching and unable to clear an obstruction without fouling or endangering another yacht may signal the other yacht for room to clear. The signaled yacht shall at once give room and if it is necessary for her to tack or jibe, the signaling yacht shall also tack or jibe immediately after.

RULE 8.2A yacht that hits any part of a mark will be assessed three penalty points. Under NO circumstances should a pilot attempt to replace a mark that has been hit during a race (this should be done under the oversight of the race manager between races).

ANNOUNCEMENTS

Race information will be discussed at the daily skippers meeting prior to the start of racing. Additional information will be posted at a

central location.

SAFETY AND COURTESY (Note: Please read the BLM permit for additional requirements)

Parked yachts must be restrained in a manor that has a high certainty of preventing the yacht from sailing away unattended. The Race Committee may assess penalty points to any runaway yacht.

The race committee may, if necessary, remove any pilot from the regatta if he is believed to be a significant safety risk to himself or others. Motorcycles should be started away from the campsite. Motorcycles should not be ridden between campsites and should be ridden slowly when leaving and returning to the camp area.

Landyachts should not be sailed between campsites. When sailing and returning to the camp area, landsailors should slow down well before nearing the campsite areas.

Airplanes and model airplanes should be flown away from camp.

Guns should not be displayed in camp and fired only out of range of and away from camp.

Beverage cans and other miscellaneous trash should go home with you. Leave our desert as clean as you found it.

Noise late at night and early in the morning should be limited.

Recreational sailing should be done only in areas that will not interfere with the race course.

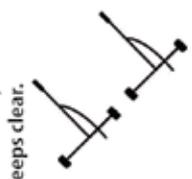
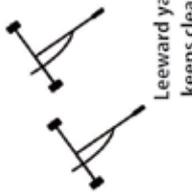
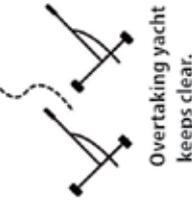
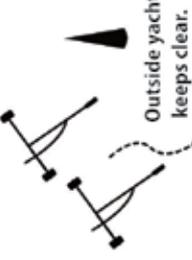
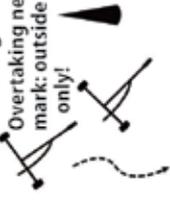
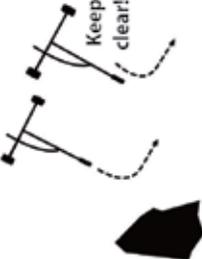
Remember, you are not the only person in the camp area. Be considerate of others and keep our camp safe and clean.

Animals should be kept under the control of their owners.

If you use the provided restrooms, help keep them clean.

Be familiar with and comply with all permit regulations.

Abbreviated Sailing Rules

<p>RULE # 1 AVOID A COLLISION! Help anyone who is injured or in danger!</p>	<p>Do not alter course so as to prevent a non-right-of-way yacht from keeping clear! (Provide room and opportunity.)</p>	<p>Converging Yachts  Keep clear of yacht to the right!</p>	<p>Meeting Head-on  Both stay to the right.</p>
<p>Sailing Upwind Windward yacht keeps clear.</p> <p>W →</p> 	<p>Sailing Downwind  Leeward yacht keeps clear.</p>	<p>Overtaking  Overtaking yacht keeps clear.</p>	<p>Mark Rounding  Outside yacht keeps clear.</p>
<p>Mark Rounding Overtaking near mark: outside only!</p> 	<p>Obstruction  Keep clear!</p>	<p>Do not tack or jibe if collision is probable! If two yachts are tacking or jibing the one on the left will keep clear.</p>	<p>After finishing a race, do not interfere with yachts still racing! Do not sail across the Start Line!</p>

For commentary and possible clarification on these rules visit the NALSA website.