

NALSA

NORTH AMERICAN LANDSAILING ASSOCIATION

**Racing Rules
Revised 2018**

for ALC and other NALSA events



For *Notice of Race*, see NALSa.org events page

NALSA recognises the following classes of yachts:

- NALSA open class 2, Maximum sail area 120 sq.ft.
- NALSA open class 2, Max sail area 120 Sq. Ft. *
- NALSA open class 3, Max sail area 79 Sq. Ft. *
- NALSA open class 4, Max sail area 59 Sq. Ft. *
- NALSA open class 5, Max sail area 49 Sq. Ft. *
- Manta Twin, One design
- Manta Single, One design
- Standart, One design
- Sirocco Single, One design
- Sirocco Twin, One design
- MiniSkeeter, One design
- Fed/ FISLY 5, Box rule design **
- Promo 5, Box rule design **
- US Mini 6.7 Box rule design ***
- International Mini 5.6, Box rule design **
- Sportsman, Open class for non-wing mast yachts ****

** Sail area includes the total area of, sail, mast, boom and other movable faired surfaces.*

*** Check www.fisly.org for rules regarding these classes*

**** Check www.nalsa.org for rules regarding these classes*

***** Mast area must be less than 10 Sq. Ft.*

One desing class associations determine rules for those classes.

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 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 are



able to 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. We will probably have a dinners (sponsored by various clubs).
6. 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

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Core racing Rules

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

At the end of the Rules and Procedures there is some commentary on the core racing rules and their practical implications)

Safety and Courtesy

This Revision based on changes discussed in March 2017

Previous revision March 2008

GENERAL REQUIREMENTS

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	(5.5 sq. m.) FISLY measurement rules
Manta Single	stock
Manta Twin	stock
Sportsman	No wing masts, masts must be under 10 sq. ft.

**This list is clearly incomplete (we should work on an inclusive list!)*

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)

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.

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 N.A.L.S.A. racing rules. US Sailing Rules will apply where appropriate.

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

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.

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 PROCEDURE

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 two.

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

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 amount 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 N.A.L.S.A. 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 center line of the yacht 90 degrees to the center line 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.

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 at-

tempt 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 manner 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.

Land yachts 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.



This is the end of the official rules. The following is some unofficial commentary by Bob Dill on the core rules. Comments are in parenthesis () and sans serif type. When we talk to people about the rules we are often surprised at the misconceptions people have. No matter how long you have been racing, please read the following carefully. Things happen far too fast in these boats to have any question about who has the right-of-way so please learn the rules well. Ask questions if you are confused on any aspect of the rules. If you think my perspective on any of these rules is wrong or have suggestions on how to explain them better please get in touch.

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. (This means that not getting into an accident is more important than exercising your right-of-way. If you have the right-of-way and the other yacht is not yielding, avoid the accident and sort things out later in the protest room. A collision will, at a minimum, end any hopes you have for doing well in a race and often will end the use of the yachts for the rest of the regatta. Potentially, serious injury or even death can result from a collision . . . all very good reasons to avoid tight situations).

RULE 2 Pilots shall attempt to win a race only by fair sailing, skill and superior speed. (The game is “May the best sailor/fastest yacht win”. In general, because of the fast speeds and severe potential consequences of collisions, we use rules to avoid collisions and not to provide tactical advantage. Helping a friend by using the rules to interfere with one of his competitors is not allowed.)

RULE 3 A right-of-way yacht shall not alter course so as to prevent a non-right-of-way yacht from keeping clear. (This is the ‘room and opportunity’ rule. This is to make it easier for the non-right-of-way yacht to avoid you. Leave plenty of room for a non-right-of-way yacht to avoid you. This is one of many ‘fine line’ points. If a collision appears likely then you should attempt to avoid the collision (Rule 1). Good judgment and a thorough understanding of the capabilities and limitations of your and others yachts is needed. For example, if you tack close in front of someone but don’t give them time to avoid hitting you, you are likely to loose any protest that results.

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. (Excessive running in light winds may get you disqualified or protested out of a race. If there is not enough wind to sail, the race may get called for lack of wind. Some classes (the Manta classes for example) forbid any running during a race. If at least one yacht is lucky enough to get enough wind to get around the course in the lap time the race is scored. Everyone has lucky and unlucky light wind races. Odds favor everyone having a mix of good and bad luck by the end of the week.)

RULE 5 Pilots shall wear helmets and seat belts when racing. (Bike and kayak helmets are marginal, although they have been allowed in some cases.)

RULE 6.0 When on opposite tacks a Yacht on the left shall keep clear of a yacht on the right. (This rule is different from the rules used for sailing on water or ice. The rule is similar to the automobile road rule for stop sign priority. The general concept is that when boats are converging (sailing at roughly right angles to each other) the boat on the left will yield to the boat on the right. This most often applies when two boats are sailing up wind or down wind on opposite tacks but also applies when boats are on the same tack but one is sailing upwind and the other sailing downwind (rule 6.0 does not address the ‘same tack’ situation this explicitly). By definition a collision results from convergence of two yachts. What is different about

rules 6.0, 6.1, 6.2, 6.3 and 7 is the angle of convergence. 6.0 is designed to avoid approximately right angle ('T-bone') collisions. 6.1 is designed to avoid head on collisions. 6.2 and 6.3 are designed to allow boats that point higher or sail deeper while avoiding side by side collisions. Overtaking (rule 7) is for faster boats passing a slower boat and to avoid collisions from behind.

We sail courses that go both clockwise and counterclockwise depending on the wind direction. On Ivanpah a North wind generally results in a counterclockwise course (marks passed to your left/port side). A south wind generally results in a clockwise course (marks to your right/starboard side). Make sure you round in the right direction. If you round in the wrong direction you risk a nasty collision and you will be disqualified.)

RULE 6.1 Yachts meeting head on are required to bear right. (This rule is intended for yachts that are sailing nearly directly at each other. Passing to the right is similar to how cars pass on North American highways. This commonly occurs when one side of the course has better wind so the upwind boats are sailing in the same area as the downwind yachts. This makes for very high closing speeds. Act early and deliberately so everyone understands what is going on well before you get close.)

RULE 6.2 Yachts on the same tack and sailing upwind, the windward yacht shall keep clear. (The idea behind 6.2 comes from water sailing. If you can point higher, than someone above you, they should get out of your way. Keep in mind that you need to give them room and opportunity to do so and, if you are overtaking, you have to follow rule 7.1. Abrupt heading up (luffing) is not allowed and may be interpreted as not giving room and opportunity. Things happen too fast in this sport to allow some of the abrupt maneuvers that are acceptable on water.

Generally, we try to sail a reasonable approximation of a windward/leeward course. Bear in mind, however, this is not always possible. Also, the wind might shift as much as 180 degrees in the middle of a race. As described in the definitions above, the windward mark is defined as the first mark you round and the leeward mark is the last mark rounded before crossing the finish line.)

RULE 6.3 Yachts on the same tack and sailing downwind, the leeward yacht shall keep clear. (6.3 is unique to ice and dirt sailing. It allows the upwind boat to have room to bear off. It is equivalent to RULE 6.2 as the boats are close hauled going down wind. Obviously you need to give the leeward yacht room and opportunity to stay out of your way. If it is windy the yachts are going fast and it is very easy to

get into a spin. Giving everyone a little extra room will reduce the chances of getting tangled up.)

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. (This rule rarely comes into play, but it is intended to prevent one yacht from carrying another boat away from the mark by blocking him. Everyone has different ideas of the optimum tacking angle and when is the proper time to execute a mark rounding. Unless it is taken to extremes it is unlikely that this rule will be called on.)

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

Rule 7.1 OVERTAKING (This rule was adapted from the FISLY rules where boats may be confined to a narrow zone on a beach.)

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. (That means that if you are 7 feet away you are not yet overtaking. Six feet is not very much. If the overtaking yacht is just inching by (as is often the case) it is a reasonable boundary. If the closing speeds are faster more room is needed to provide room and opportunity for the yacht being overtaken so they don't feel it is necessary to take evasive action to avoid a collision (Rules 1). Prudence and good judgment are called for)

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. (this applies at the end of the overtaking process.)

RESPONSIBILITY FOR THE MANEUVER: The pilot of the overtaking yacht is responsible for the maneuver. (The overtaker has responsibility to stay out of the overtaken yacht's way. Enough room may mean much more than 6 feet. As mentioned above, leave plenty of room if your closing speed is moderate or high)

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. (I.E., don't do anything abrupt while being overtaken. Since the overtaking yacht is generally coming up from behind the overtaken yacht should be reasonably aware of any yachts gaining from behind. Likewise the overtaking yacht needs to anticipate that the overtaken yacht may not know the overtaker is coming up from behind. Extra lateral room between the yachts gives everyone more time and better visibility to allow them respond appropriately)

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. (One more time, leaving plenty of room between the yachts minimizes the likelihood that this will be an issue)

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. (Generally the maneuver lasts from when the yacht passes from head to wind until its sails are filled on the new tack. The yacht may slow dramatically when tacking so be sure to leave enough room between yourself and an oncoming yacht. If you tack too close to an oncoming yacht you may get your sail filled but you might not have given the other yacht room and opportunity to avoid hitting you).

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. (this is an old rule from when we sailed with reaching legs on the course. It can be a bit confusing. When beating to weather you should always head up or ease the sheet to get out of an excessive hike. Bearing off from a windy beat is the cause of most capsize. If you are on a broad reach bearing off is a better bet (although easing the sheet still works best with most yachts, especially on a beam reach). There are unusual situations where the wind might shift dramatically where Rule 7.3 might come into play. In general, when you are moving fast in any direction but beating, be aware that a windward yacht may need to bear down on you to manage a hike. If you see a boat in a high, uncontrolled hike, expect that they might bear off out of desperation. If sailors avoid sitting on the sheet they will avoid most uncontrolled hikes. Also, for all of us beginners, cleating the sheet seems like a great way to make sailing easier. It is not. Everyone who has tried this (cleats, knots, self cleating blocks, etc) has either tipped over or at least scared themselves. No experienced sailor uses a cleat when racing).

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. (Look before you start pushing your yacht. There is a natural tendency to run with your head down.

Boats hitting each other leaving the start line is common. Talking to your nearby competitors before the start, making sure all the nearby boats are pointed the same way and watching where you run and where your competitors are running will help minimize the likelihood of getting tangled up).

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. (If you are not in a race stay well away from the course. You can sail from camp to the starting line but be very careful to do so away from where the competing yachts are likely to sail and be careful about pedestrians making their way to and from the starting area. In some wind directions this can be tricky. Any racer should be skilled at handling a yacht in high winds in tight quarters. If you don't have these skills or conditions are too severe, take your sails down to move your yacht).

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. (Mark roundings are easy places to get into collisions, especially the leeward mark. With the high speeds, large changes in travel direction and the relative lack of steerability of the yacht at the leeward mark, great prudence is called for. In most collisions the 6 foot overtaking rule (7.1) only comes into play for about a tenth of a second, making it of little practical use. It is almost always best to go outside of the yachts in front of you. Watch out for slower yachts, slowing yachts, out of control yachts, people who should be avoiding you but are not, can not, etc. Take into account that different pilots prefer different approaches and exits from the mark. Most of all remember rule number one! It is hard to get past another yacht at the marks but is very easy to lose a race or the regatta, or worse, get into a collision. The focus should be on getting around unscathed so you can pass your competition on your way to the next mark rounding.)

RULE 8.1 A 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. (This is hard to do in a quickly evolving situation as it is often difficult to hear each other or see hand signals. If in doubt, give the other yacht room and opportunity and assume they have a reason for straying from the best course to the next mark. If it really interferes with your position in the race course, ask them about it after the race and, if necessary, file a protest)

RULE 8.2 A 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. We used to have a rule that allowed you to avoid penalty points by replacing the mark but decided this is too dangerous. If you hit the mark it is bad form not to report it to the race committee yourself).

Other thoughts related to the rules

- Remember to cross the finish line at the end of every lap.
- DO NOT cross the finish line in the wrong direction. In addition to the obvious risk of hitting other boats you will be disqualified from the race and will look inept to all your sailing buddies watching the race. Take it from one who knows, crossing the wrong way is easier to do than you might think
- Make sure you know which marks you are rounding. Lots of races are lost by going around the wrong marks. The sailor in front is *most* likely to do this. It is common for several boats to follow a leader around the wrong mark.
- Remember to round the marks in the right direction.
- Once the race is finished, get off the course. In some cases the race committee may wave you back out onto the course so they can start the next fleet.
- Do not sail across the start line after a race. Sail around the end of the start line. In windy conditions this often results in a high speed reach upwind of the line. In this situation consider beating to weather at moderate speed and then heading deep down wind, also at moderate speed to get back to camp or the starting area. Yachts may be walked across the start line in reasonable wind conditions as long as they do not interfere with yachts that

are finishing or starting. If you do this, be especially mindful that other finishers behind you may be making high speed reaches just upwind of the start line.

- Low visibility: Occasionally a strong gust will roll over the race course and reduce visibility to low levels. In most cases, the prudent thing to do is slow down to a speed that allows you to spot other boats soon enough to avoid them. There is a good chance that the race will be abandoned if this occurs. Stopping completely has the liability of eliminating your ability to move your boat quickly however in some extreme conditions stopping may still be the best course of action. If you can find it, the side of the lake is a better place to stop than on the course. Continuing to sail at full speed in low visibility conditions is foolhardy.
- Protests: There is a tradition with NALSA landsailing races of avoiding protests. The best way to resolve many disputes, is a tactful discussion with the other sailor. If that is not reasonable (high emotions or little likelihood of resolution) and the issue needs to be resolved then a protest is in order. If you are involved in a protest please remember that it is not personal. The protest process is one of the ways we fine-tune the rules to minimize risk and to achieve fair racing.
- Landsailing has had a low collision rate relative to iceboating. Please do your part to keep it that way.

Comments on selected safety and courtesy guidelines

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 (Every year a boat or two sails off on its own, often as a result of a big gust or dust devil or a little gust when there was no wind. Know your boat and secure it well-always)

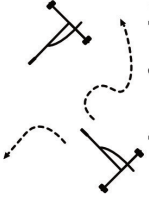
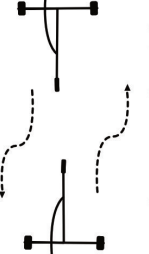
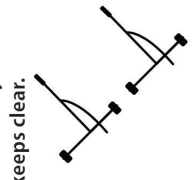
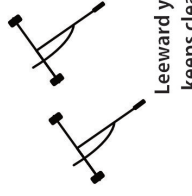
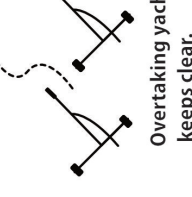
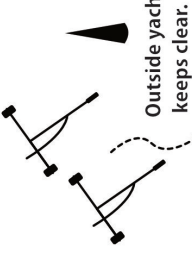
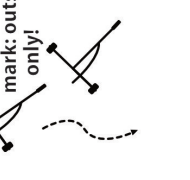
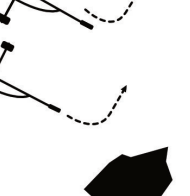
Landyachts should not be sailed between campsites. (too little room, too many kids)

When sailing and returning to the camp area, landsailors should slow down well before nearing the campsite areas. (Once you get close you run out of room VERY fast. It is always better slow or stop further out so you have room to

deal with any unexpected situations. Also sailing back and forth in front of camp can be dangerous with boats, people and vehicles coming out from camp. Please sail well off shore.)

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

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</p>  <p>Keep clear of yacht to the right!</p>	<p>Meeting Head-on</p>  <p>Both stay to the right.</p>
<p>Sailing Upwind Windward yacht keeps clear.</p> 	<p>Sailing Downwind</p>  <p>Leeward yacht keeps clear.</p>	<p>Overtaking</p>  <p>Overtaking yacht keeps clear.</p>	<p>Mark Rounding</p>  <p>Outside yacht keeps clear.</p>
<p>Mark Rounding Overtaking near mark: outside only!</p> 	<p>Obstruction</p>  <p>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>