

Race announcements will be sent out as early as Tuesday, but no later than Thursday noon so that skippers and crews can decide if they want to race that week or not.

At the end of a series, the points will be tallied and the **highest** score wins...this isn't golf!

In the event of a tie, the winner of the tied series will be the skipper who sailed in more races for that series.

If that still ends in a tie, then the tie breaker for the tie-breaker will be determined by that skipper who served aboard the Committee Boat more.

In the unlikely event that the tie is *still* not resolved, then we'll settle it by rock, paper, scissors (best 2 out of 3).

Note - It is the *skipper* of each racing boat who will receive points in a race. Crew will not receive points.

SCORING:

LCSA will be scoring all races for all of the series' this year based on the handicaps you all have provided or that I have assigned and you approved.

Our points scoring will not be based on finishing order across the finish line...

We have well over a dozen different classes of boats in our club, and any number of them may be out racing on any given night. It is simply not fair for a faster, first-place "Ferrari" to win when it's competing against some slower "Volkswagen Beetles", a couple of "Hondas", and a few old "pickup trucks." That's why we use the handicap system...to remove the inherent bias between boats of different performance characteristics and "level the playing field" to reduce the success of a race to the skill of the skipper and their crew.

Additionally, although we have several boats of the same class, it is not in the best interest of time to have different divisions for each boat class (Catalina 22's, Catalina 25s, J/29s, etc.) so we race everyone together and let the handicaps sort everything out at the end.

We will be scoring each series this year with the Time on Distance (ToD) method.

It is also very important to remember that LCSA races are designed to be fun, spirited races, and are not to be taken too seriously.

It should also be understood that, although the primary focus should be on the enjoyment of racing, all races are conducted fairly and impartially.

See the ["Ten Commandments of 'Beer Can' racing"](#)

RACES:

All races will be sailed under daylight conditions, and the course lengths and the number of legs will be based on predicted wind speed and direction such that all finishers should be able to cross the finish line before sunset.

In the event that the wind fades to the point that the sun sets while boats are still out on the course, the Race Committee will abandon the race and award points in accordance with "Finish-In-Place" scoring (see explanation further below)

When Finish-In-Place scoring is used, handicaps are not used, and boats' scores are based on their finishing order, relative distances from the finish line (if they have at least rounded the first marker), or are considered "Did Not Finish" (DNF) if they have not rounded the first marker by the time the race is called off.

Races are abandoned at sunset, so that the Race Committee/Committee Boat and crew have time under twilight conditions backtrack along the course to retrieve the buoys and anchors and return to Dock 4 by the time twilight has faded with a little light to spare.

In rough and windy conditions, retrieving buoys and anchors can be a tricky endeavor by itself. Adding darkness to that can create an unsafe environment for our crews and risks damaging the Committee Boat or inflatable marker buoys.

It is also worth noting that Committee Boat crews still need to return to the covered slip and hose down the anchor, stow the buoys, wipe down any mud that might have been brought aboard on the buoy anchors, and spray the boat down with spider repellent. The lighting in the covered slips is not good, and has sometimes required this maintenance to be accomplished the following day.

COURSES:

LCSA's courses are not the "traditional" windward/leeward courses and, as such, the handicaps on which they're based don't always fit.

If LSCA races were seriously competitive, this could be an issue. However, LCSA's handicaps are meant to try to level the playing field a bit, in as many course layouts and wind conditions as possible.

Remember, LCSA races are meant to be fun, *lightly*-competitive and good-natured.

Sometimes races will be set up to start on a port tack. Sometimes our races will be a downwind start.

Sometimes our races might be better suited to one type of boat over another.

This is why LCSA's handicaps are listed as, "LCSA Handicap", and not PHRF... We base our handicaps on PHRF and modify as necessary, so you might see some variation between your PHRF handicap and LCSA's handicap.

The Rules of the Road still apply.

Let's keep it fun and friendly, folks.

POINTS:

Below is an outline of how we will assign points for this year's races (example at the end of this email):

*Note: All finishing positions will be based on corrected (handicapped) time.

The first-place finisher gets the number of boats in that evening's race +2.

The second-place finisher is number of boats +1.

Third place is number of boats +0.

After that, the 4th place boat gets number of boats -1.

5th place gets number of boats -2, etc., etc.

Scoring points applies to LCSA members only...so, if there are 9 boats racing, and 2 of those boats are *non*-LCSA members, then only the LCSA boats will receive points. I will still record the visiting boats' times on our score sheet and post them to the website.

The last-place boat will always receive 3 points with this system.

Did Not Finish (DNF) will also receive 3 points as a way of rewarding them for at least coming out and making an effort. Sometimes the wind dies, or there is a mechanical problem, or crew may get sick, requiring a skipper to decide to terminate their race (it happens). I don't want these sailors to walk away empty-handed.

COMMITTEE BOAT:

Committee Boat captains and crews will receive points equal to the number of boats in that evening's race.

In crowded races, this works out that the Committee Boat crew each receives one point for every boat which races, whether they are LCSA members or not.

This is to recognize these crews for the extra work it takes running a large race, keeping track of more boats, doing the post-race RaceQs GPS replay, and getting back to the dock later than everyone else after waiting for the last boat to finish.

If you've manned the Committee Boat during a large race, then you know how much work it takes to make it a fun and successful race!

All racing boats are requested to check in with the Committee Boat by sailing by the stern so they can be recognized. Alternatively, racing boats may check in via VHF marine radio on the channel designated in that week's racing announcement (often VHF Channel 71).

START TIMES:

Race start times in the Summer Series will be at 6:00. If, later in the summer, we need to move the start times back, then we'll adjust times as necessary.

Late boats arriving at the starting line :15 minutes or later will not be started or scored.

Last year, due to the heat and the wind which would pick up later in the evening, we moved out start times back. We may do this again this summer, depending on the need. We will adjust the start times as necessary in the fall when the sun sets earlier.

The horn sequence is as follows (yes, it's "*non-standard*", but that's the way we like it!):

- 1 blast (2-3 seconds) at 5 minutes before the start.
- 1 short blast at 3 minutes before the start.
- 1 short blast at 1 minute before the start.
- 1 LONG blast to signal the start of the race.

OVER EARLY:

In the event a boat crosses the starting line before the starting horn (between the 1-minute warning horn and the starting horn), that boat has two options to resolve the penalty:

- Do a "360" around the nearest starting line marker (either the Committee Boat or the buoy near the lighthouse), *or*...
- Accept a time addition of 10 seconds per mile

HITTING A MARK:

If a boat hits one of the rounding buoys, that boat is expected to do a "360" around the mark to correct the penalty.

If boats fail to do a "360" around the mark which was hit, they will automatically be assessed a :10 second per mile penalty applied to their *raw* score.

FINISH-IN-PLACE (FIP):

Finish-In-Place is an unusual scoring method we sometimes must use when the wind flat out *DIES*, and boats are left adrift with the sun setting and no sign of improving wind.

Finish-In-Place will be applied to boats that have at least rounded the first mark in a race, and their finishing places will be their scores for that evening's race.

Boats who have not rounded the first mark by the time the Race Committee abandons the race at sunset will be considered *Did Not Finish* (DNF), and will receive 3 points. (see example at the end of this email)

FOULS/ETIQUETTE/PROTEST:

If you are fouled, the vessel which committed the foul is expected to do a "360" as soon as is safe and practical.

If you feel a start or finish was not accurately timed or you feel any other part of the race was otherwise in error, do not take out your frustration by yelling at the Committee Boat crew. LCSA's Committee Boat captains and crews are expected to behave professionally and all racers should conduct themselves in a sportsmanlike manner.

All of our Committee Boat crews are volunteers and work very hard to make sure races are fun and fair. Any kind of disrespect by a racing boat toward the Committee Boat crew will not be tolerated. Egregious violations could result in a time penalty, a disqualification, or further action as deemed appropriate by the LCSA Board of Directors and the Race Coordinator.

Instead, please record as much information as you can remember and inform the Race Coordinator (Gerrit Rickwalt) at lcsaracing@gmail.com.

Let's continue to have a great 2024 season...

I'm looking forward to seeing you all out on the water for a *FUN* season of racing on Lake Conroe!

Sincerely,

Gerrit Rickwalt
Race Coordinator
lcsaracing@gmail.com

Click [HERE](#) to view the Summer Series racing schedule.

SCORING EXAMPLES:

8 boats (all LCSA members)

Boat 1 1st place = 10 points

Boat 2 2nd place = 9 points

Boat 3 3rd place = 8 points

Boat 4 4rd place = 7 points

Boat 5 5th place = 6 points

Boat 6 6th place = 5 points

Boat 7 7th place = 4 points

Boat 8 DNF = 3 points

Committee Boat crew = 8 points each

9 boats (7 LCSA and 2 non-member racers)

Boat 1 1st place = 9 points

Boat 2 2nd place = 8 points

Boat 3 (non-member 1) = time and finishing order recorded only...no points

Boat 4 3rd place = 7 points

Boat 5 4th place = 6 points

Boat 6 (non-member 2) = time and finishing order recorded only...no points

Boat 7 5th place = 5 points

Boat 8 DNF = 3 points

Boat 9 DNF = 3 points

Committee Boat crew = 9 points each

Finish-In-Place 1 (All boats still out on the course when the wind dies):

7 boats

Boat 1 (boat rounds the marker, and is closest to the finish line, as seen from the Committee Boat (or on RaceQs)) 1st place = 9 points

Boat 2 (boat rounds the marker, and is next closest to the finish line, as seen from the Committee Boat (or on RaceQs)) 2nd place = 8 points

Boat 3 (boat rounds the marker, and is third closest to the finish line, as seen from the Committee Boat (or on RaceQs)) 3rd place = 7 points

Boat 4 (boat rounds the marker, and is farthest from the finish line, as seen from the Committee Boat (or on RaceQs)) 4th place = 6 points

Boat 5 (did not round marker) = DNF (3 points)

Boat 6 (did not round marker) = DNF (3 points)

Boat 7 (did not round marker) = DNF (3 points)

Committee Boat crew = 7 points each

Finish-In-Place 2 (Some boats have crossed the finish line, some have rounded the marker but not crossed the finish line, and some boats have not rounded the first marker):

7 boats

Boat 1 (boat crosses the finish line first) 1st place = 9 points

Boat 2 (boat crosses the finish line second) 2nd place = 8 points

Boat 3 (boat rounds the first marker but has not yet crossed, and is closest to the finish line, as seen from the Committee Boat (or on RaceQs) when race is abandoned) 3rd place = 7 points

Boat 4 (boat rounds the first marker but has not yet crossed, and is farthest from the finish line, as seen from the Committee Boat (or on RaceQs) when race is abandoned) 4th place = 6 points

Boat 5 (did not round marker) = DNF (3 points)

Boat 6 (did not round marker) = DNF (3 points)

Boat 7 (did not round marker) = DNF (3 points)