

United States International Tempest Association

USITA/Long Beach

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Seminar on the Racing Rules of Sailing

Presented October 23, 2012

Introduction to Racing Rules

- Rules are published every four years, in sync with the Olympics.
- Racing rules are revised and updated by the ISAF, the international governing body for sailboat racing, based on comments received by the national governing bodies in each country.
- Each county may make minor changes (called prescriptions) to the rules, but the basic “right-of-way” rules cannot be changed and are the same all over the world.
- This seminar will cover the 2009 to 2012 rules, which will be replaced on January 1, 2013 by the new rules for 2013 to 2016.
- Racing at Alamitos Bay Yacht Club is conducted in accordance with the rules adopted by US Sailing, the governing body for sailing in the United States.
- Alamitos Bay Yacht Club modifies several of the US Sailing rules by issuing what are called “Sailing Instructions” for each regatta.

What Makes Sailboat Racing at the Yacht-Club Level Unique?

- The rules are enforced by the competitors; there are no umpires watching the racing, except for the start and finish which is conducted by the Race Committee.
- The racing rules are pointless and have no value unless the competitors make an honest attempt to live by the rules.
- For this reason, sailboat racing requires that everyone have a high level of personal integrity.
- Despite how others may behave, observe the rules as best you can.

US Sailing’s Handy Guide to the Racing Rules, 2009 – 2012

- Principals of Sailboat Racing
- When Boats Meet
 - a) On opposite tacks
 - b) On the same tack
 - c) Tacking
 - d) Avoiding contact
 - e) Acquiring right of way
 - f) Changing course
 - g) Proper course
 - h) Mark room
 - i) On opposite tacks at a windward mark
 - j) Room at an obstruction
 - k) Room to tack at an obstruction

US Sailing's Handy Guide to Racing Rules, 2009 – 2012 (continued)

- Turns Penalties
- Propulsion
- Protesting and Requesting Redress
- The Race Committee

Understanding the Flags and Placards Displayed on Patience, the ABYC Race Committee Boat

- Before racing starts, the Race Committee will raise code flag L (come within hail) because they want you to sail by the boat, making it easier to know who has arrived to race.
- The Race Committee will post a placard on the back of the upper deck, stating the compass heading corresponding to wind direction (it is helpful to know where the Race Committee thinks the wind is coming from, just in case you disagree).
- No later than three minutes before the start of a race, the Race Committee will use a placard to indicate which class is starting.
- The placard right below the starting class will show which class is “on deck,” meaning they start one minute after the start of the class in front of them.
- No later than two minutes before the start of a race, the Race Committee will use a placard on the starboard side of Patience to display the course number (typically a 1 or 2, or 7 or 8).

Understanding the Course Layout Used by ABYC

- Despite several requests over the years by the Tempest fleet, ABYC does not use a triangular course, that is, offer a reaching mark in addition to a weather mark and a leeward mark.
- This means we always get boring windward-leeward courses. This means we start, go to the weather mark, round the mark, go to the leeward mark, round the mark and go back to Patience to finish. If the course is “twice around” we do the windward-leeward drill two times before finishing.
- The leeward mark is really two marks set about 20 to 30 yards apart. The mark is rounded by sailing between and rounding either mark.

Understanding how ABYC Race Committee Runs the Start

- The starting line is an imaginary line running from an orange flag on the starboard side of Patience (the Race Committee boat) to an orange flag anchored about 100 yards off the starboard beam.
- When the line is properly set, it is at right angles to the prevailing wind.
- Do not be mix up the starting line with the finish line, which is an imaginary line running from an orange flag on the port side of Patience to an orange flag anchored about 50 yards off the port beam.
- ABYC uses a three-minute starting cycle which works like this:
 - Three minutes to go: Horn and code flag W is raised
 - Two minutes to go: Horn and code flag P is raised (code flag W stays up)
 - One minute to go: Horn and code flag W is dropped (code flag P stays up)
 - Start: Horn and code flag P comes down

- ABYC waits one minute after the start of a class to begin the three-minute starting sequence for the next class (this starting sequence does not follow U.S. Sailing Rules).
- The Race Committee will make an honest attempt to raise code flag X when a competitor starts early, but they are under no obligation to do so.
- If you are over early, and the Race Committee does not raise code flag X, or you don't hear them hail that you are over early, you cannot protest them for failing to follow U.S. Sailing rules (this is another example of the Sailing Instructions changing U.S. Sailing Rules).

Staying Out of Trouble at the Starting Line *before* Your Start

- The starting line is congested and a great opportunity for collisions with other boats, unless you know what is going on and are careful. It is helpful to know that boats normally follow a circular pattern.
- Boats normally sail on or near the starting line from the starting flag floating in the water toward Patience because this puts them on starboard tack, and they have the right of way when approaching boats sailing in the opposite direction.
- When boats reach Patience, they bear off until they are at least 20 yards below the starting line, and then sail back in the direction of the starting flag floating in the water. This keeps them away from the boats sailing down the starting line on starboard.
- Until you gain experience and are comfortable with a crowded starting area, you should stay away from the starting line until the warning signal prior to your start. A good area to hang around is the area beyond the floating starting flag (moving away from Patience) and slightly to weather.
- Unfortunately, because this is a “sheltered” area, it is the favorite spot for the ABYC Whaler managing the starting line and photographers and coaches in inflatable boats, so watch out for them.

Staying Out of Trouble when Approaching the Line to Start

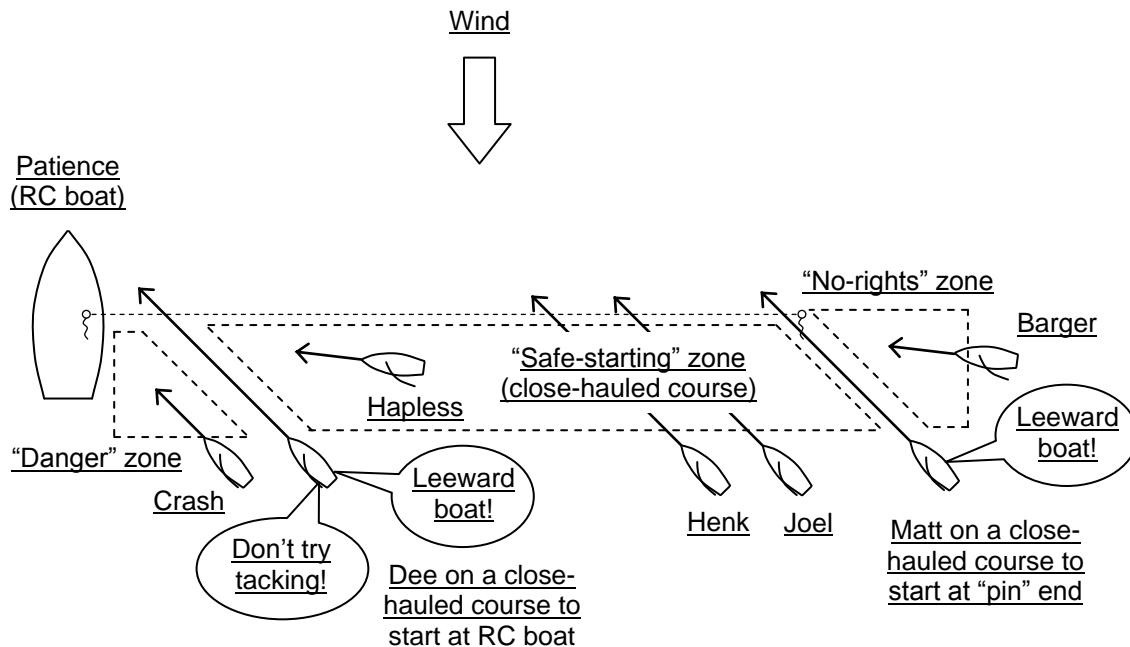
Figure 1 shows how to stay out of trouble when boats are “approaching the line to start.” The “safe starting” zone is bracketed by Matt and Dee, both close-hauled on starboard tack. If neither boat changes course, Matt will start right at the flag (“pin”) end of the line, while Dee will start right at the Race Committee boat (“boat”) end. Under the racing rules, boats trying to start in either the “no-rights” zone or the “danger” zone are taking big risks.

Boats trying to start to the right of Matt are called “bargers,” because they are trying to barge their way across the line. As shown in Figure 1, Matt is under no obligation to change course and give room to the barger (Rule 11), permitting him to cross the line. Similarly, boats starting to the left of Dee will get squeezed between Dee and the Race Committee boat. Because the committee boat is not considered an obstruction at the start (Preamble: Section C), Crash is not entitled to the room needed tack and stay clear of the committee boat. Boats to leeward of Dee do have the normal rights of leeward boats (Rule 11), but they will lose these rights if they tack (Rule 13), so the best they can do to avoid a collision is sail head to wind. If they still can't get around the committee boat,

they will probably hit it, incurring a penalty. Their only option is to very quickly change course to the left, circle back around and try starting again.

Henk and Joel are both playing it smart, starting close-hauled on starboard tack. However, Joel needs to watch out for Henk because Henk is to leeward of Joel. This means that Henk can force Joel to stay close-hauled and not bear off, getting in Henk's way (Rule 11) or blocking his wind.

Figure 1
Staying Out of Trouble Approaching the Line to Start



However, Henk has to be careful to give Joel time to change course to stay out of Henk's way (Rule 16.1). Henk is not allowed to suddenly head up, hit Joel and then protest him for not respecting his luffing rights. In other words, the rules require that Henk be a gentleman and avoid using a collision to eliminate Joel from the race (Rule 14). It is not "bumper cars," it is sailboat racing (Rule 2).

Finally, let's look at Hapless, who has arrived at the line too soon and is "running the line" to avoid starting early. When Hapless runs into Dee, Hapless has to keep clear of Dee (Rule 11), and Dee is under no obligation to change course. The only thing Hapless can do, if they have enough room, is to do a quick tack, circle around and re-start. If they don't have the room Hapless will have to start early, luff until the boats around them have started, then circle back and re-start. When tacking, Hapless must keep clear of all other boats (Rule 13).

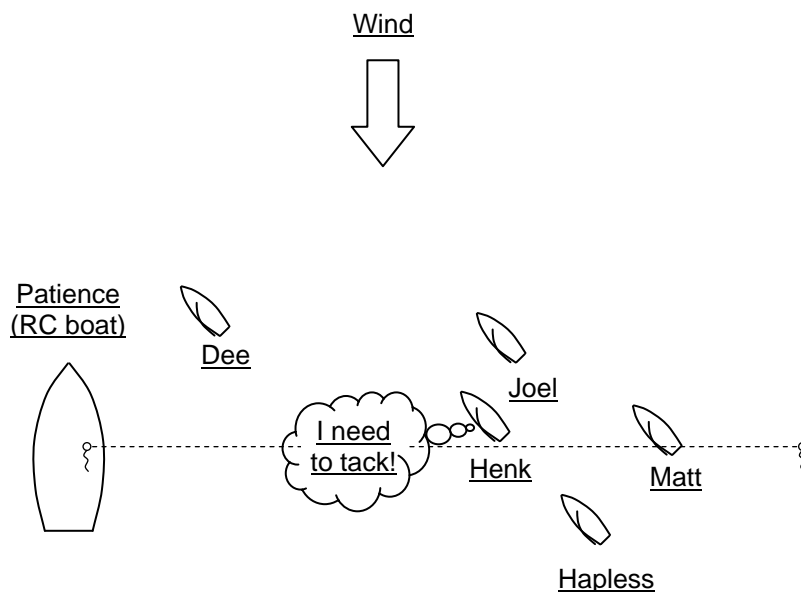
Staying Out of Trouble *after* Your Start

The situation right after the start can be dangerous because everyone is fighting for clear air and may decide the only way to get it is to tack. Figure 2 shows the situation right

after a typical start. Dee, Joel and Matt are happy with their start. Henk and Hapless want to tack as soon as possible to get better air. Here's the danger.

When Henk decides to tack, he may figure he will safely duck Joel's stern, but in his haste to tack, he may not see Matt some distance behind Joel. If Henk tacks without being aware of Matt, he will be sailing right for Matt on port tack. If Matt does not see Henk, we could very likely have a collision between Matt and Henk. To deal with these situations right after the start, we have the following rules.

Figure 2
Staying Out of Trouble after Your Start



Rule No. 1 – Assume Everyone Dealing with “Bad Air” will Tack

In the first few minutes after the start, some boats will start falling behind. There are lots of reasons for this, including:

- The boats at the front of the fleet are blocking the wind.
- A boat in front cannot point as high, so it is gradually crossing in front of a boat to leeward and slightly behind.
- The slower boats do not have their sails set up properly for the wind conditions.
- The slower boats have lighter crews and are struggling to keep their boats upright.

The slower boats will almost always want to tack to get away from the boats in front which are blocking or disturbing their wind. If you started well, have your crew watch the boats to leeward of you. If one of them tacks onto port and starts coming toward you when you are on starboard, you need to know about it.

Rule No. 2 – Don't Assume the Port-Tack Boat Sees You

When you are on starboard tack, it is tempting to assume that everyone will stay out of your way. Don't do this. Periodically, you and your crew need to check for boats that are on port tack and coming your way. If it looks like they will not be able to safely cross your bow, hail "starboard" as loud as you can. You will be surprised how many port-tack boats see you for the first time when they hear your hail.

Rule No. 3 – If You are on Port Tack, be very Vigilant

When you are on port tack and you are crossing the fleet, you must check for boats that are on starboard tack and coming your way.

Rule No. 4 – Get Good Windows in Your Main and Jib

To make the first three rules easy to follow, you need to see other boats. If the windows in your sails do not provide a clear view of the boats to leeward, have your sailmaker install new windows. The preferred material is 20-gauge clear vinyl such as Strataglass or X-Ply. Strataglass has no reinforcing fibers, which makes it subject to stretch. X-Ply is clear but contains black reinforcing fibers, which makes it less susceptible to stretching. For older sails, which have already stretched out, Strataglass is perfectly fine. For new or newer sails, sailmakers prefer to use X-Ply. Unfortunately, the clear material in X-Ply will crinkle over time and be more difficult to see through. In contrast, Strataglass stays clear for years.

Rule No. 5 – Make it Easy to Release the Main Sheet in Strong Winds

When you are on port tack and sailing in heavy winds, you need to be able to release your main sheet at a moments notice, just in case you need to "duck" the stern of a starboard tacker that you do not see until the last minute. In heavy air, it is almost impossible to rapidly bear away to duck another boat without releasing the mainsheet. This is because when you pull the tiller toward you to bear away, the rudder will "stall," and the boat will not change course as you would like. This usually leads to an embarrassing collision.

If it is not easy to release your mainsheet in high winds, replace the cam cleat that you are using to cleat your mainsheet with a larger, "offshore" size cam cleat. All the Tempests in the USITA Long Beach fleet use this type of cleat. Because the cam cleat is larger than normal, it is easier to release the mainsheet, particularly when it is under a high load, which happens in strong winds.

Rule No. 6 – Make Sure your Boat Insurance Covers Racing

If you are at fault in a collision, you will be expected to pay for the damage that you cause to the other boat. Make sure your boat insurance covers you when you are racing. If your boat insurance does not cover racing or you don't have any boat insurance, call Boat U.S. at (800) 283-2883 and get their insurance. A typical policy for a Tempest with a value of less than \$10,000 costs no more than \$130.00 per year.

Staying out of Trouble Going up the Course

Figure 3 shows how to stay out of trouble going up the course from the start to the first ("weather") mark. The Tempest fleet is tacking back and forth, moving up the course toward the weather mark. The Laser fleet has rounded the weather mark and is moving

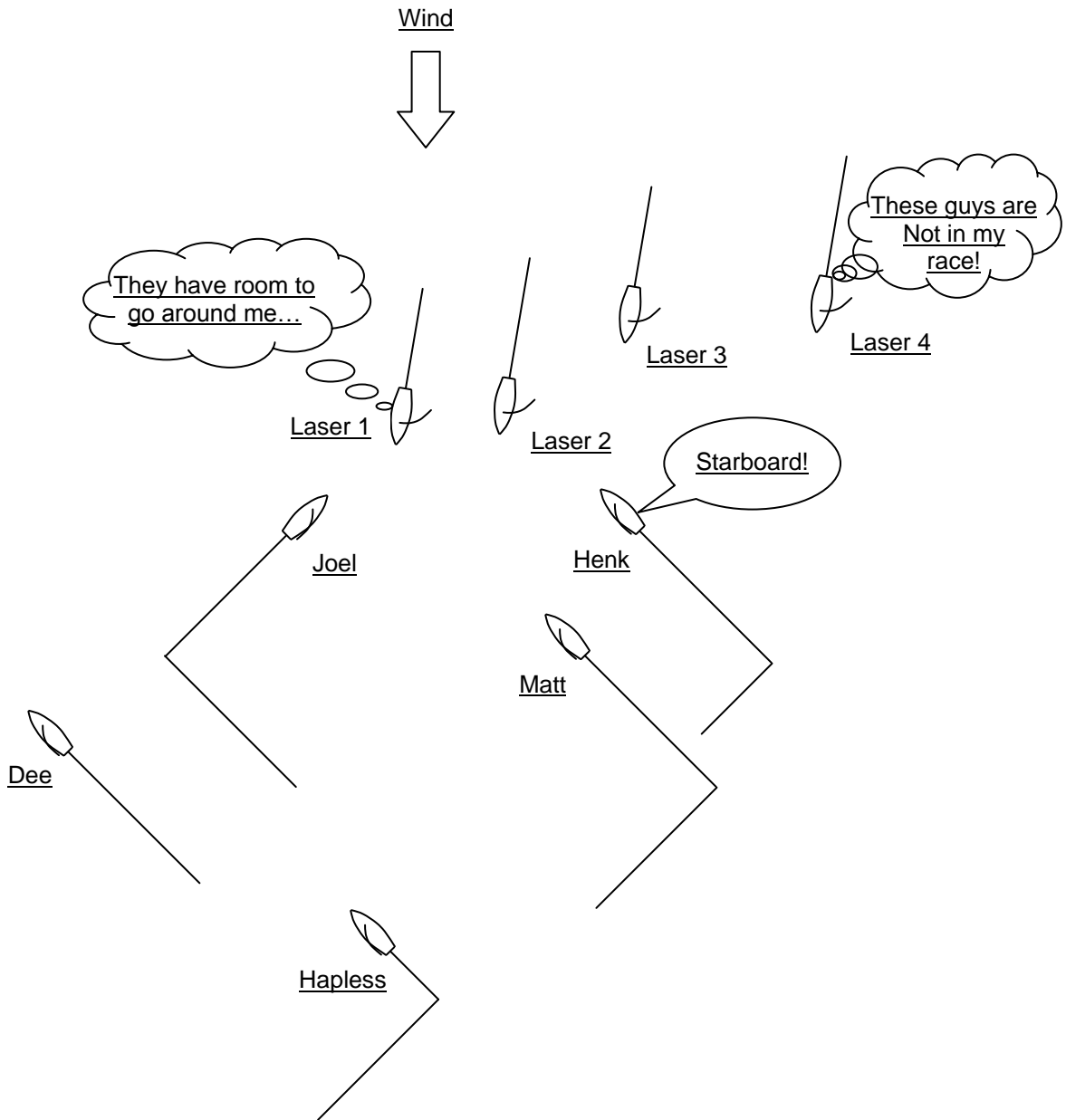
down the course toward the leeward gate. Let's look at what each boat has to do to stay out of trouble.

Henk

Henk is on starboard, so he has right of way over Joel (Rule 10), who is on port tack, and all the lasers, even though they are on starboard tack because he is close hauled, and they are running free (Definition: Clear Astern and Clear Ahead; Overlap and Rule 11).

Henk's best option is to hold his course and sail between Lasers 2 and 3.

Figure 3
Staying Out of Trouble Going up the Course



Joel

Joel is on port tack and needs to stay away from all the lasers and Henk and Matt, who are all on starboard tack (Rule 10). Joel's best option is to tack to avoid all of the lasers and Henk. If Joel bears away to avoid Lasers 1 and 2, he runs the risk of hitting Matt. In the absence of the four Lasers, Joel should avoid Henk, either by tacking onto starboard or by bearing off and ducking Henk's stern to avoid a collision.

Matt

Similar to Henk, Matt has right of way over all the Lasers because he is close hauled, and they are running free (Definition: Clear Astern and Clear Ahead; Overlap and Rule 11). However, Matt has no control over how well the Lasers will respect his rights. Typically, Laser sailors are junior sailors, and they do not like to give room to boats which are not in their race. Rather than run the risk of a messy confrontation with Lasers 1 and 2, Matt's best option is to tack. If Matt really wants to stay on starboard tack, he should consider luffing his sail to slow down a bit and pass between Lasers 2 and 3.

In the absence of the four Lasers, Henk should think about whether Joel sees him. Joel may not be aware that he is on a collision course with Henk. If Joel makes no moves to keep clear, Henk should hail Joel as loudly as possible.

Dee

Dee is not affected by the Lasers, but Dee should consider tacking onto port to cover the fleet as the Lasers are making their way downwind. Dee will benefit by the confusion and anxiety created by the Lasers moving through the Tempest fleet, and she should take advantage of the situation.

Hapless

Hapless is also not affected by the Lasers and will get a good view of what everyone does to avoid them. At the bar after the race, Hapless will be able to tell all the Tempest sailors what they did wrong and what to do the next time to stay out of trouble without compromising their position in the fleet.

Staying out of Trouble at the Weather Mark

Figures 4A and 4B show how to stay out of trouble approaching and rounding the weather mark. Mark roundings are by their very nature, the place where many protests occur, so you need to be careful as you approach and round marks.

Henk and Joel

Starting with Figure 4A, Joel has tacked into a leeward position right below Henk after Henk entered the three-boat-length "zone" around the weather mark (Definition: Zone). Note that Henk can just fetch (Definition: Fetching) the mark if he continues on his close-hauled course.

Here's where it gets interesting. Although Joel is now to leeward of Henk, he obtained this position, which gives Joel luffing rights over Henk, after Henk entered the zone. For this reason, Joel is not allowed to force Henk to sail about close hauled (Rule 18.3(a)), which he is already doing. When Henk reaches the mark, there may not be enough room between the mark and Henk for Joel to round the mark without hitting it. If this happens,

Figure 4A
Staying Out of Trouble Approaching and Rounding the Weather Mark

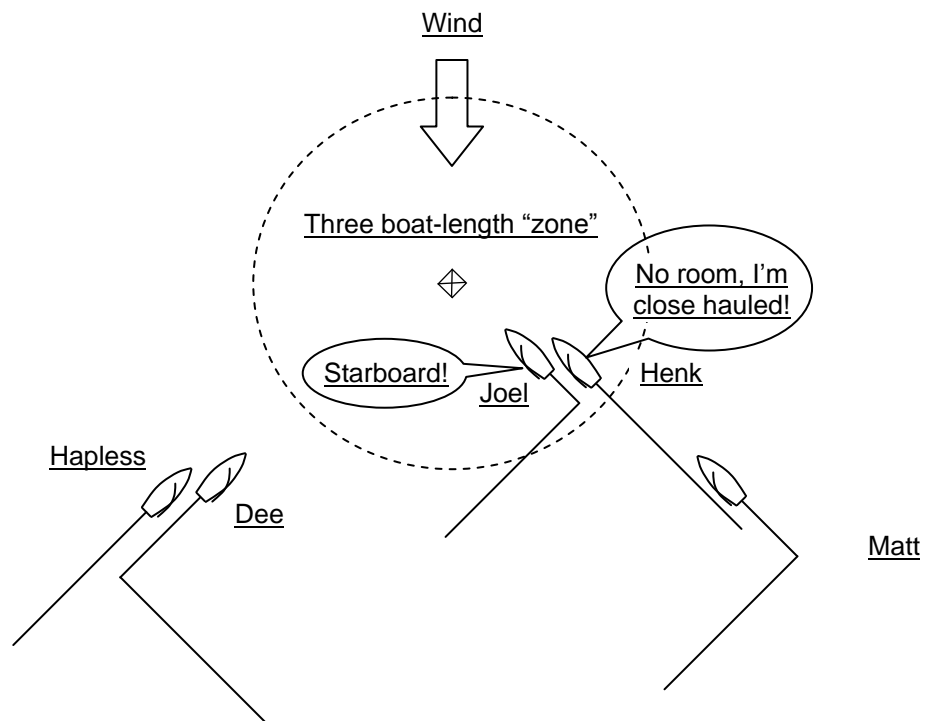
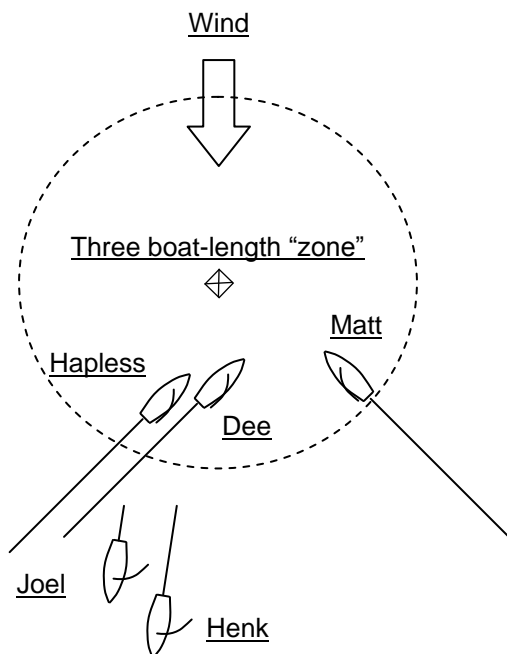


Figure 4B
More Staying Out of Trouble Approaching and Rounding the Weather Mark



Joel must quickly bear away and jibe to avoid hitting the mark. After completing his jibe, Joel will be able to round the mark, hopefully before Matt arrives. If Joel does hit the mark, he can exonerate himself by doing a single penalty turn (Rule 44) without interfering with Matt, Dee and Hapless when they round the weather mark.

Hapless, Dee and Matt

Turning to Figure 4B, Joel and Henk have rounded the weather mark and are both on starboard tack, heading for the leeward gate. Matt is approaching the mark on starboard, while Hapless and Dee are approaching on port. For this reason, Matt has right of way over both Dee and Hapless (Rule 10).

Dee is to leeward of Hapless which means she has luffing rights over Hapless (Rule 11). However, there is no room for Dee to tack, and even if she did have room to tack, she would not gain her rights as a starboard-tack boat until she completed her tack (Rule 13). For this reason, Dee is forced to continue on port tack, which puts her on a collision course with Matt. When Dee reaches Matt, she has only one choice: she has to duck his stern. What Hapless may not realize is that Dee does not have to make room for Hapless to also duck Matt's stern. This is because Matt does not meet the definition of an obstruction (Definition: Obstruction), and Dee is not obligated to make room for Hapless to duck Matt's stern.

This could get ugly very fast. If Dee refuses to give Hapless room to duck Matt's stern, Hapless may not be able to avoid a collision with Matt. Not surprisingly, the sailing rules frown on this type of behavior (Rules 2 and 14). Remember this is not "bumper cars," it's sailboat racing. Under the rules, Dee is obligated to hail Hapless as early as possible, stating that she is not going to give Hapless room to duck Matt's stern. With luck, Hapless will realize that her only options are to either tack onto starboard or let her sails luff, slow down and go behind Dee.

If Hapless does not hear Dee's hail, or believes that Dee needs to give her room to duck Matt's stern, she will make no effort to avoid a collision with Matt. Dee needs to realize that a collision is imminent and make room for Hapless to duck Matt's stern. Naturally, as soon as Dee changes course to allow Hapless to duck Matt's stern, Dee is entitled to protest Hapless. If Dee decides to protest, she should immediately hail Hapless, stating that she is protesting Hapless and display code flag B.

The vast majority of collisions that occur during sailboat racing happen because the boats involved in the collision either did not see it coming or thought that the other boat would take steps to avoid it.

Rule No. 7 – Realize the Mark Roundings are High-Risk Situations and Be Alert for Potential Collision Situations

Skippers, as you approach marks, look at all of the boats around you and anticipate what steps they will take to round the mark. Be on the lookout for situations where a boat is trapped between two boats that have competing rights, or the crews on the boats that are about to collide are unaware of the potential problem. If you are crewing on a boat, and the skipper does not see a potential collision, don't be afraid to speak up. Skippers, don't

get so wrapped up in your plans to round the mark that you lose track of the boats near you.

Staying Out of Trouble Going Downwind

So, you managed to round the weather mark without hitting the mark or any competitors. Let's take a look at how you stay out of trouble going downwind toward the leeward gate. Referring to Figure 5, Henk and Joel are still fighting for the lead. In position 1, Joel has decided to slow Henk down by sitting on his wind. Henk retaliates by using his luffing rights to force Joel to head up (Rule 11).

Protecting Your Lead

When you are sailing downwind, and you are being overtaken to weather by a competitor, the racing rules allow you to protect your lead by heading up as much as you want. This acts as a deterrent to boats trying to pass you to weather. When a leader uses their luffing rights to stop a competitor from passing to weather, this is called a "luffing match." If a luffing match continues long enough, both the leader and the boat attempting to pass will wind up way off the course, and both will lose places to the other boats which stayed on the course.

Sailing the Proper Course

In position 2, Joel has given up trying to pass Henk to weather and has established a slight overlap to leeward. In this case, Joel is within two boat lengths of Henk, and the bow of his boat crosses an imaginary line drawn tangent to the stern of the leading boat, as shown in Figure 5. Because he now has an overlap on Henk, Joel has luffing rights over Henk, but he is not allowed to sail above his proper course (Rule 17).

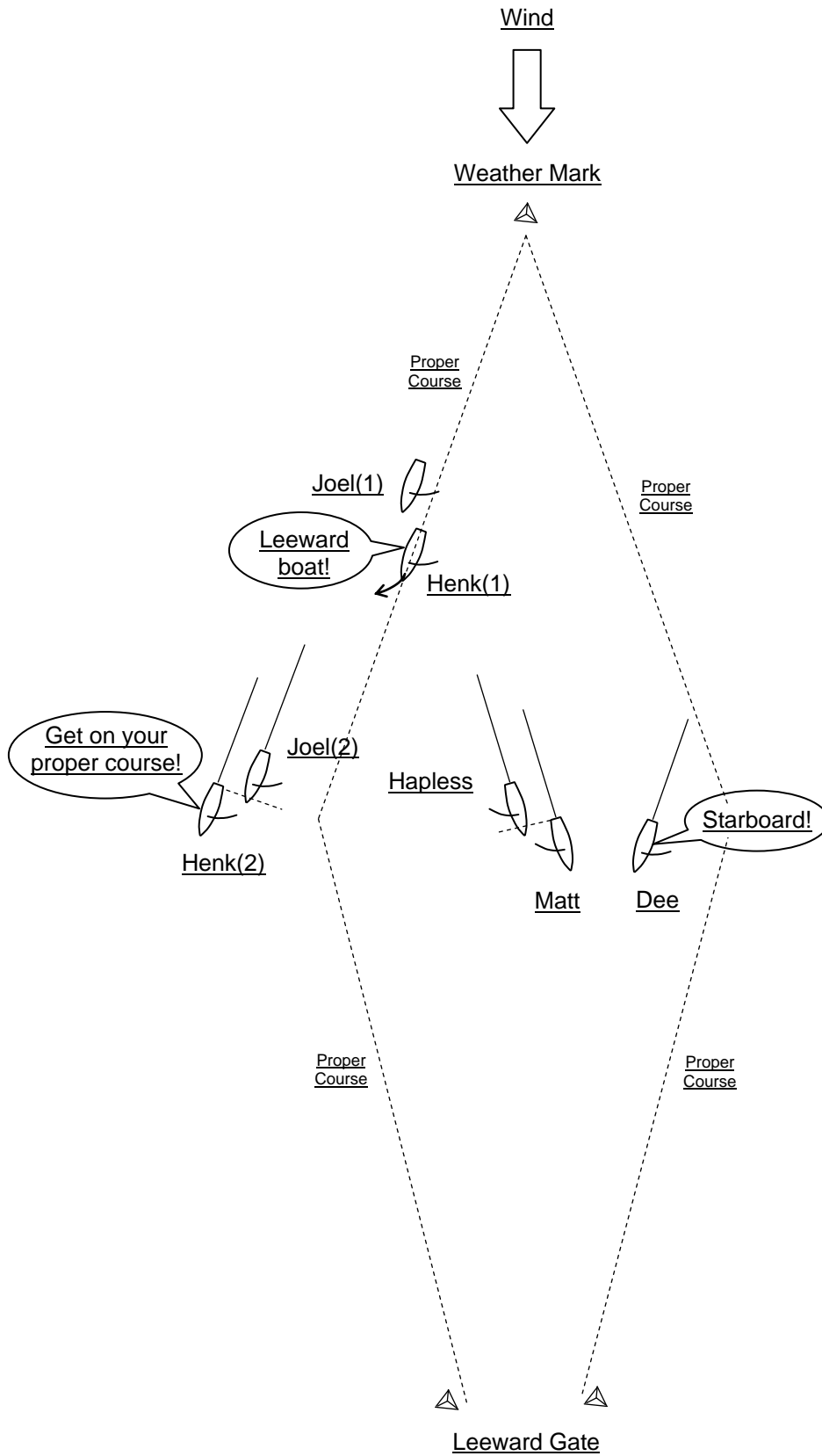
Notice that in position 2, Henk and Joel are not following the proper course, which is the quickest course to the next mark. As soon as Henk realizes what is going on, he should hail Joel and tell him that he (Joel) is not following the proper course to the leeward gate. Assuming Joel agrees, Joel will jibe onto starboard tack and start heading for the leeward gate. This will allow Henk to jibe and also head for the leeward gate.

Calling Starboard on a Group of Port Tackers

Dee, Matt and Hapless split tacks after rounding the weather mark. Matt and Hapless took off on starboard tacks, while Dee jibed over onto port tack. Now, all boats have jibed again and are meeting in the middle of the course. Dee is now on starboard tack and both Matt and Hapless are on port tack.

As Dee approaches Matt and Hapless, she hails that she is on starboard tack and wants both boats to respect her rights (Rule 10). Matt can head up and go sail by Dee's stern, leaving Hapless to deal with Dee. Or, Matt can tell Hapless that the only way he can keep clear of Dee is to jibe. Hapless should agree with Matt, and both boats will jibe onto starboard. It should be clear that whatever Matt does and however Hapless may respond to Matt, it will take time for both Matt and Hapless to respond to Dee's hail (Rule 16.1). This raises an important point.

Figure 5
Staying Out of Trouble Going Downwind toward the Leeward Gate



Dee needs to give both Matt and Hapless time to keep clear. She needs to hail early enough for both boats to respond. If Dee waits until the last minute, it will be very difficult, if not impossible, for Matt and Hapless to respond. In such a situation, Dee would be held responsible for contact between boats (Rule 2).

The situation just described is a bit messy, but you learn a lot more about the racing rules from messy situations than you do from the clear-cut pictures you see in a typical rules book.

Staying Out of Trouble Rounding the Leeward Gate

Without a doubt, rounding leeward marks is the place where most problems occur. For this reason, we need to take a careful look at the rules that apply. Figures 6A, 6B and 6C show a couple of situations which may occur at the leeward gate and the rules apply.

Understanding Proper Course at the Gate

Turning first to Figure 6A, Joel and Henk are still fighting for the lead. Joel has decided to round the right end of the gate and has just entered the three-boat-length zone around the mark. Joel sees that Henk is also in the zone and is coming toward him on starboard tack. Joel worries that Henk may not realize they are now both in the zone, and Henk has to sail his proper course toward and around the mark (Rules 18.4).

Joel hails to Henk, demanding that Henk start following his proper course, which is to start sailing toward the mark. Unfortunately, Henk wants to round the other end of the gate, he is on his proper course (Rule 18.1(b)). Joel's only option is to head up, sail around Henk's stern, then round the mark (Rule 10).

Providing Mark Room Includes Room to Jibe

Figure 6B shows the same situation, but this time, Henk is going around the same mark. When Joel hails to Henk, requesting that he sail his proper course, which is to sail toward and around the mark, Henk demands room to jibe before he rounds the mark. Under the sailing rules, this is a reasonable request (Rule 18.2(a)). If Henk jibes, and his boom hits Joel, it will probably be Joel's fault.

The Joys of the Overlap Chain

In Figure 6C, Dee is still in front of Matt and Hapless, and all three are approaching the left-hand end of the leeward gate. Dee enters the zone first, but Matt has an overlap on Dee. Unfortunately for Dee, Hapless has an overlap on Matt, which means Hapless has an overlap on Dee (Definition: Clear Astern and Clear Ahead; Overlap). For this reason, Dee has to give room to both Matt and Hapless to round the mark (Rule 18.2(a)). Needless to say, Dee is not pleased, and she decides to round the other end of the gate.

Staying Out of Trouble when Finishing

After rounding the leeward gate, you will be doing one of two things: heading back to the weather mark if you have completed the first lap of a twice-around course, or heading for the finish line. Because a section on staying out of trouble on the way to the weather mark has already been presented, we will restrict the discussion to staying out of trouble when you finish.

Figure 6A
Staying Out of Trouble Rounding the Leeward Gate
Boats Going to Different Marks

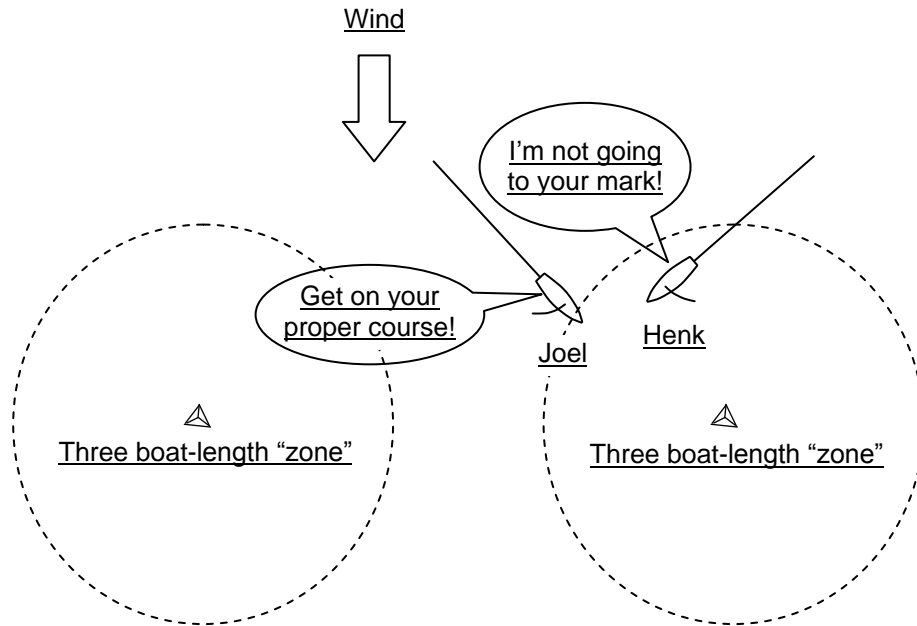


Figure 6B
Staying Out of Trouble Rounding the Leeward Gate
Boats Going to Same Mark

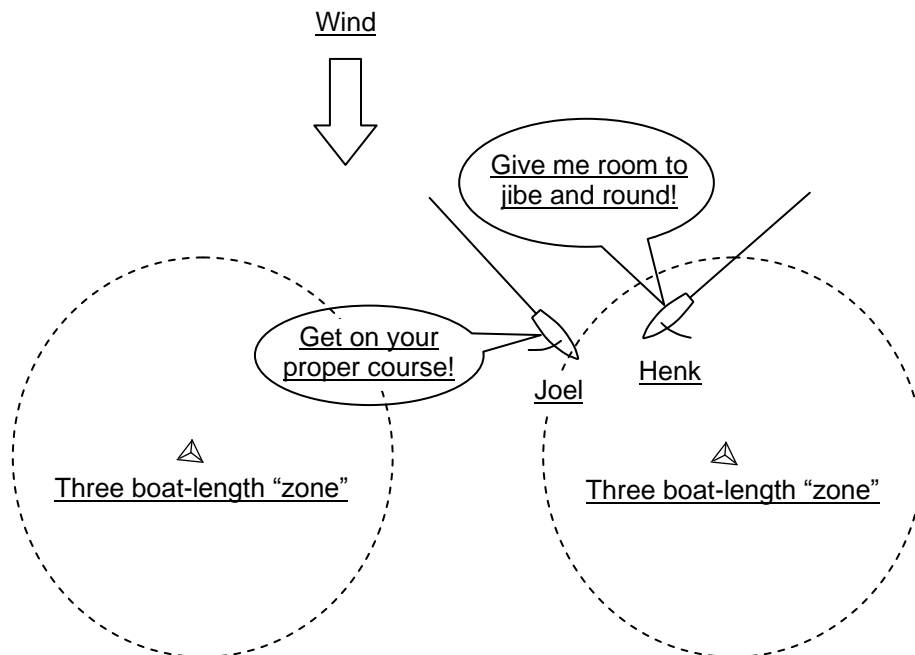


Figure 6C
Staying Out of Trouble Rounding the Leeward Gate
More Boats Going to Same Mark

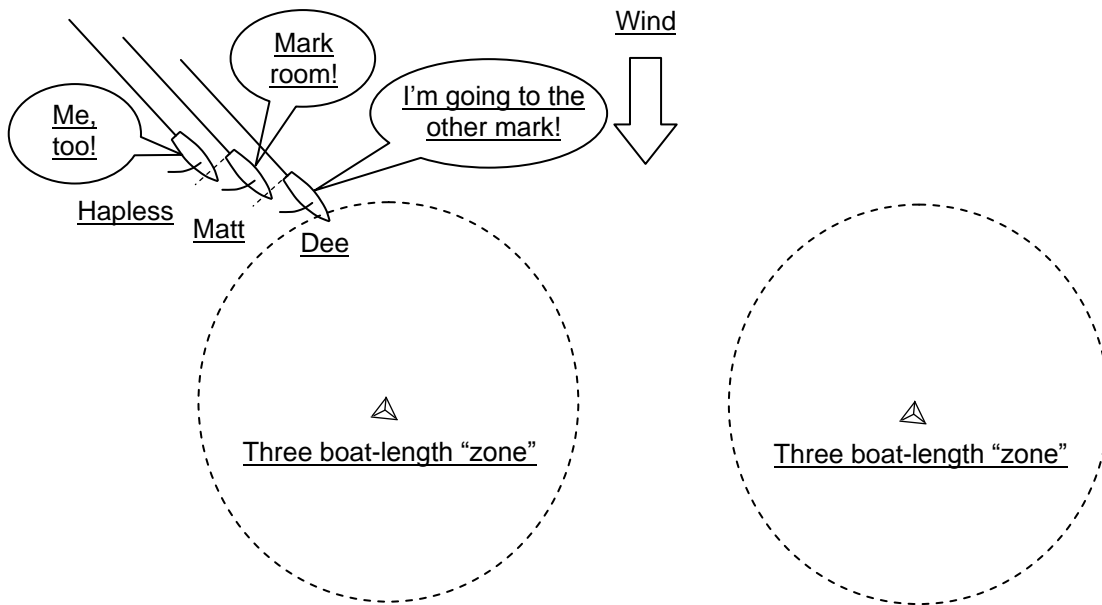
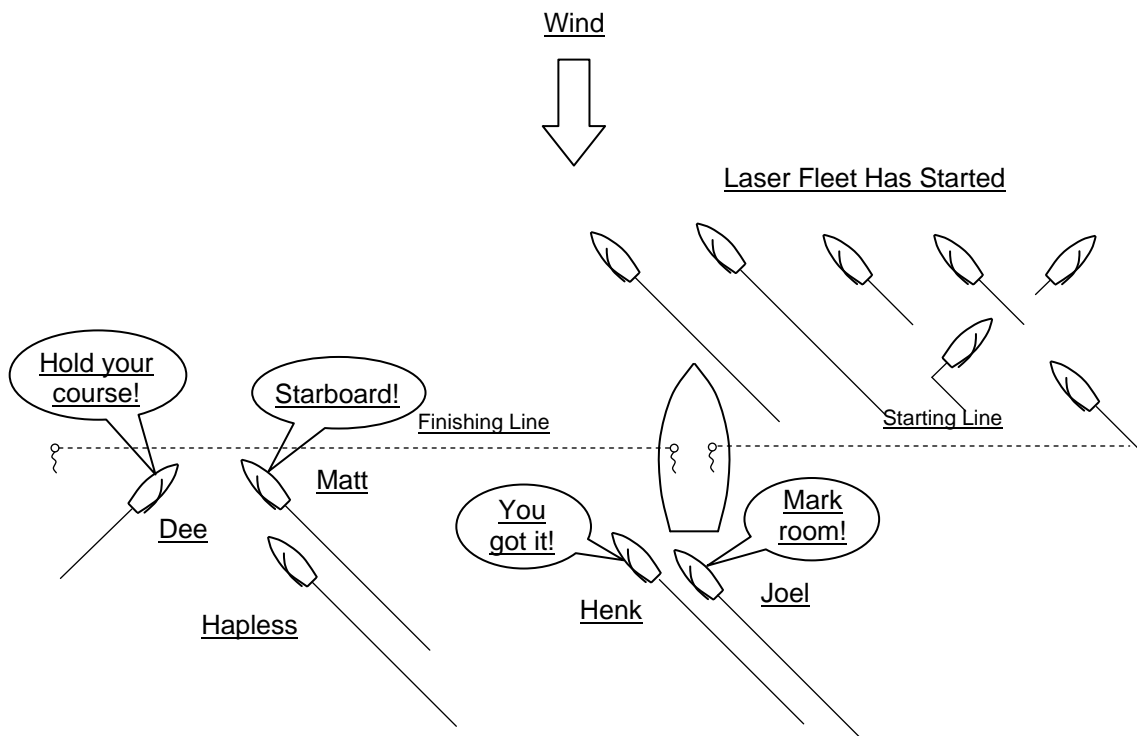


Figure 7 shows a couple of situations which could develop at the finish line and how the rules apply. Henk and Joel received a bad wind shift and have fallen behind the rest of the fleet.

Figure 7
Staying Out of Trouble when Finishing



As Joel and Henk approach the finish line, Joel is running out of room at the Race Committee boat. He is being squeezed between Henk and the committee boat, and he hails Henk for more room (18.2(a)). Hank realizes that the only time you do not have to give room to a competitor to clear the Race Committee boat is at the start, so he gives room to Joel to clear the boat. Henk is in a good mood because he knows that no matter how much room he gives Joel, he will still finish before Joel.

It is important to note the difference between Crash in Figure 1 and Joel in Figure 7. To clear the committee boat and start, Crash needs to tack. Unfortunately for Crash, Dee does not have to give Crash room to tack when boats are “approaching the line to start.” In contrast, Joel is not “approaching the line to start,” and he is not asking Henk for room to tack, so he can clear the committee boat. Joel wants room to clear the committee boat, which is considered a mark of the course, and he is entitled to this room.

Dee and Matt are about the same distance from the finish line, but Matt is on starboard tack, and Dee is on port tack. When Matt hails “Starboard,” demanding that Dee keep clear (Rule 10), she calls back “Hold your course!” The reason Dee is doing this is she wants Matt to know that she will assume the responsibility to keep clear (Rule 3). This is critical because Dee does not want Matt to alter course in the mistaken belief that he needs to duck Dee’s stern to avoid a collision. If this happens, Matt will protest Dee for not keeping clear. What Matt does not know is that just before she gets to the line, Dee is going to head into the wind to “shoot the line,” then immediately tack over onto Starboard and avoid a collision with Matt. This will allow Dee to finish before Matt without fouling him. Dee will make it up to Matt by buying him a beer after the race.

This concludes the USITA Long Beach seminar on the Racing Rules of Sailing. If you are new to racing rules, your head is swimming, and you probably have a headache. My goal has been to take you around the course, from start to finish, showing how the rules apply along the way. It is impossible to cover all circumstances and potential problems, but the material presented above should motivate you to get your own copy of the rules and read them carefully. When you do this, you will discover that no matter how many times you read the rules, their intent will not sink in until you start seeing how they apply during the race. Hopefully, this seminar has begun the process for you.

A handwritten signature in black ink that reads "Dominic Meo III". The signature is fluid and cursive, with a large, stylized initial 'D'.

Dominic Meo III, Executive Director
USITA Long Beach