

Champ Chase Regatta
July 15-16, 2021
Lake Champlain YC

Sailing Instructions

1. Rules

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing for 2021-2024 Including US Sailing prescriptions*.

Each boat shall have **unique** numeral identification on either the sail or bow of the boat.

2. Notices to Competitors

Notices to competitors will be posted on the official notice board located on the north side of the LCYC clubhouse.

3. Changes to Sailing Instructions

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1600 on the day before it will go into effect.

4. Signals Made Ashore

4.1 Signals made ashore will be displayed from the Race Committee boat located on the main dock in front of the LCYC clubhouse.

4.2 If a postponement is signaled ashore, the warning signal will be made not less than 30 minutes after flag AP is lowered.

5. Schedule

A competitors' meeting will be held each day before racing on the east side of the LCYC clubhouse. Subsequent races each day will be held as soon as practicable after the end of the previous race. As many races will be run as practicable.

Thursday July 15	900	Skippers Meeting
	1000	Start of First Race
	1600	End of Racing Day 1
Friday July 16	830	Skippers Meeting
	930	Start of First Race of the day
	1400	End of Racing
	After	Awards Ceremony

The RC committee may change the schedule based on weather conditions.

There will be no warning after 1300 on Friday.

There will be a break on shore for lunch on Day 1. On Day 2 lunch will be served after racing.

6. Class Flags

The class flags will be:

FJ's	YELLOW
Optis	PURPLE

7. Racing Area

The racing area will be the waters of Shelburne Bay in the vicinity of the Lake Champlain YC.

8. Courses

8.1 No later than the warning signal, the RC will designate the course by a class letter, a Course descriptor and a number. The course shall be posted on the course board located on the starboard side of the RC boat. The course options will Triangle (T), Windward-Leeward (WL) and Triangle-Windward-Leeward (TWL) as shown in Attachment A. The course for each fleet will be designated by a letter (F for FJ, O for Optis) followed by the letters T, WL or TWL and then by the numeral 1 or 2 designating "once around" or "twice around". Examples of the course board are shown in Attachment C.

9. Marks

Windward and leeward marks for FJ's will be RED round balls or ORANGE inflatable marks. The windward mark for Optis will be a WHITE round ball set to leeward of the FJ windward mark. The wing mark will be a RED round ball. Optis and FJ's will share all marks except for the windward mark.

10. Areas that are obstructions

The LCYC mooring area located on the west side of Shelburne Bay is designated as an obstruction. Sailors should not sail into the mooring area while racing. There is also a north-south running reef (designated with Red buoys on each end) on the east side of the LCYC mooring area that should be avoided while sailing to and from the race course. Sailors should try to use the fairway while sailing to and from the race course.

11. The Start

11.1 The 3 minute Audible Signal Starting System described in Appendix U of the RRS and Attachment B of this document will be used. This changes Rule 26. There will be 5 short horns sounded 15 seconds prior to the warning for the each start.

11.2 The Start line will be between a staff displaying an orange flag on the RC Boat and the course side of a port end red or orange starting mark. The start line will be located approximately 1/3 to 1/2 of the way up the windward leg of the course.

11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.4 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

12. The Finish

The Finish line will be between a staff displaying an orange flag on the RC Boat and the course side of a port end round red mark. The RC boat will likely NOT move from its starting position unless weather conditions require repositioning. Finishers may or may not be given a sound signal.

13. Penalty System.

Rule 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.

14. Time Limit

14.1 Mark 1 Time limit: 30 minutes

Race Time Limit: None; The target time for each race will be 15 minutes for the first boat to finish.

Finishing Window: 15 minutes after first boat to finish

14.2 If no boat has passed Mark 1 within the Mark 1 Time Limit the race shall be abandoned

14.3 Boats failing to finish within the Finishing Window will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

15. Protests and Requests for Redress

15.1 Protest Forms are available from the RC boat.

15.2 Protests and Requests for Redress shall be delivered to the RC Boat within 1 hour after the race committee boat docks. This changes rule 62.2.

15.3 Notices will be posted no later than 30 minutes after the Protest Time limit to inform competitors of hearings in which they are parties or named as witnesses.

15.4 Notice will be posted no later than 30 minutes after the Protest Time limit to inform competitors of the time and location of Protest hearings. Hearings will be held as soon as practicable after racing each day in the LCYC clubhouse.

15.5 Participation of coaches/parents is limited to the preparation of protest forms. Parents/coaches are not permitted in the protest room.

16. Scoring

The low point scoring system of Appendix A of the RRS will apply. A yacht's total score will be the sum of her scores for all races. There will be one throw-out race if 5 or more races are sailed. One race constitutes a series.

17. Safety Regulations

All sailors are required to wear a Coast Guard approved PFD when they are on the water (this includes on the docks). All Optimists must be equipped with a bailer that is tied to the boat.

All boats shall sail by the RC boat prior to the first race of each day to check in.

A boat that retires from a race should notify the RC as soon as possible, either by sailing by the RC boat or by having a coach boat call the RC on VHF channel 72.

A boat that retires from racing for the day should notify the RC as soon as possible, either by sailing by the RC boat or by having a coach boat call the RC on VHF channel 72.

18. Support Boats

All coach, spectator and other support boats shall stay out of racing area from the time of the preparatory signal for the first class to start until all boats have finished or retired or the RC signals a postponement, general recall or abandonment.

Exceptions to this rule shall be allowed when it is necessary for safety reasons to assist boats in distress or **with RC permission** to provide instructional assistance to sailors who are seriously lagging the fleet or having other significant issues. In these cases care should be exercised to not create a wake or otherwise interfere with other competitors.

The penalty for breaking this rule may be disqualification of the assisted boat from the race and removal of the support boat from the race course. A second offense may result in disqualification from the regatta.

19. Trash Disposal

Trash may (and should) be placed aboard coach or support boats. Any trash in your boat shall be secured such that it does not go into the lake. If you capsize you shall recover any floating trash.

20. Radio Communication

Except in an emergency, a boat should neither make nor receive radio transmissions (including cell phones) while racing. Communication to and from the RC and support boats will be made on Channel 72.

21. Prizes

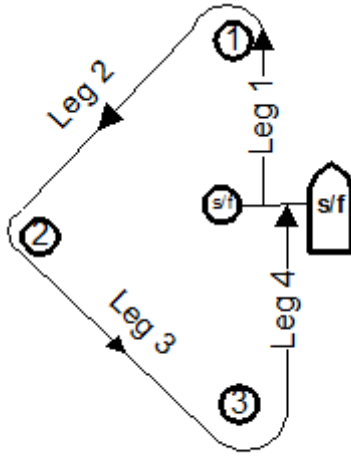
Prizes will be awarded to 1st, 2nd and 3rd places in each fleet (Opti and FJ).

22. RISK STATEMENT

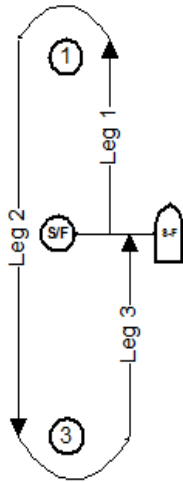
RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

Attachment A – Course Diagrams

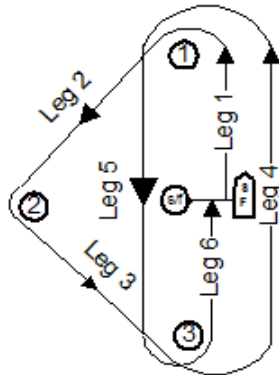
Course T - Triangle



Course WL – Windward-Leeward



Course TWL – Triangle-Windward-Leeward



Attachment B – Sound Signal Starting System

Starting will follow Appendix U unless changed by one of the instructions below.

FJs and Optis will have separate starting sequences.

The FJ sequence will generally be first and the Opti Warning will generally follow approximately one to three minutes after the start of the FJ's.

This start order and spacing between start sequences is not required and may change due to circumstances.

The Class Flag will always officially designate which fleet is starting.

Audible Signals shall govern even when supplemental visual signals are also used.

A series of 5 short signals will be made 15 seconds before the warning in order to attract attention to start of sequence.

Start Sequence

Time until Start	Loud Horn	Description
3:15	5 short	Alert
3:00	3 long	Warning – Class Flag up
2:00	2 long	Prep – no flag
1:30	1 long, 3 short	
1:00	1 long	
0:30	3 short	
0:20	2 short	
0:10	1 short	
0:05	1 short	
0:04	1 short	
0:03	1 short	
0:02	1 short	
0:01	1 short	
0:00	1 long	Start – Class Flag down

Attachment C – Course Board examples

F
T
1

FJ's...Triangle...Once Around

O
W L
1

Optis...Windward Leeward...Once Around

F
TWL
1

FJ's...Triangle Windward Leeward...Once Around