

• Ladies Cup Race •
Lake Champlain Yacht Club
Sailing Instructions (SIs)

1 RULES

1.1 This event is governed by the rules as defined in *The Racing Rules of Sailing*.

2 OTHER DOCUMENTS THAT GOVERN THIS EVENT

2.1 LCYC Courses and Race Marks on LCYC website (<http://lcyg.info/racing/documents>) under RACING / DOCUMENTS.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0900 the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.2 Changes to a sailing instruction or to the designated course may be given on the water following the raising of the "L" flag with one sound.

4 COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board located online at (<http://lcyg.info/racing/documents>).
- 4.2 On the water, the Race Committee intends to communicate with competitors via radio on VHF 72.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be made from Race Committee boat located on the main dock.

6 SCHEDULE OF RACES

- 6.1 Race date as per the LCYC website: <https://lcyg.info/events/racing>.
- 6.2 There will be a skippers' meeting ashore at 0900.
- 6.3 The scheduled time of the warning signal for the Spinnaker division is 1100.
- 6.4 There is a one-minute gap between Spinnaker start and JaM warning.
- 6.5 Jib & Main division warning signal is 1106.

7 CLASS FLAGS

7.1 Spinnaker



7.2 Jib and Main



8 RACING AREA

8.1 The racing area includes Lake Champlain and Shelburne Bay.

9 COURSES & MARKS

9.1 The course will be either a numbered course or a Windward/Leeward course .

9.2 Numbered courses will be from LCYC Courses & Race Marks on LCYC website (<http://lcyg.info/racing/documents>).

9.3 Course numbers will be displayed on the Race Committee boat and may be announced on VHF 72.

10 THE START

10.1 Races will be started using RRS 26 with the following change: There will be a one-minute gap between the Spinnaker division start signal and the JaM division warning signal:

- Spinnaker division warning 1100 start 1105
- Jib & Main division warning 1106 start 1011

10.2 The starting line is between a staff displaying an orange flag on the Race Committee boat at the starboard end and the course side of the port-end starting mark.

10.3 Following a long postponement the orange starting line flag will be displayed with 4-5 short blasts at least four (4) minutes before the AP is lowered.

10.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other boats. The starting area consists of a rectangle defined by the starting line plus its extension 150 feet beyond each end and 150 feet on the non-course side of the start line.

10.5 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 61.1(a).

10.6 A boat that does not start within ten minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

11 SHORTEN COURSE

11.1 When either the Spin flag or JaM flag is displayed with the S flag the shortened course applies only to that division.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 When either the Spin flag or JaM flag is displayed with the C flag the course change applies only to that division.

12.2 The Race Committee will announce the new course orally, or by VHF 72, or both.

13 THE FINISH

13.1 The finishing line is between a staff displaying an orange flag on a Race Committee boat and the adjacent mark.

13.2 If the Race Committee signals a shortened course, the finishing line shall be between an orange flag on a Race Committee boat and the adjacent mark. This changes rule 32.2.

13.3 If the Race Committee is absent when a boat finishes, she shall report at her first reasonable opportunity her finishing time in local universal time, in hours/min/sec, when the course side of the finishing mark is abeam of the boat's mast, leaving the mark on the proper side. Should the Race Committee not be available directly, reporting should be made via email to scorer@lcyg.info .

14 TIME LIMIT

14.1 The time limit for the first boat to finish is 1600.

15 PENALTY SYSTEM

15.1 Appendix V, Alternative Penalties, V1 & V2 apply.

16 PROTESTS

16.1 RRS Appendix T – Arbitration applies to this event.

16.2 All forms required for filing a protest may be found on the LCYC website <http://lcyg.info/racing/documents>.

16.3 The formal protest shall be submitted on standard forms to the Regatta Chairman within twenty-four (24) hours of a boat's finish.

16.4 Forms may be submitted via email to regatta@lcyg.info .

17 SCORING

17.1 Boats will be scored on corrected time using the time-on-time method based on their Lake Champlain PHRF rating.

18 SAFETY REGULATIONS

18.1 A boat that retires from the race shall notify the race committee at the first reasonable opportunity.

18.2 Any time while racing and wind speeds exceed 20 knots all crew members are required to wear a personal flotation device while on deck.

18.3 Any time while racing and conditions merit all crew members are strongly advised to wear a personal flotation device while on deck. Conditions to be considered include but are not limited to crew position, MOB risk, the wearing of foul weather gear, water temperature, air temperature, sea state, wind speed and physical ability.

18.4 No race will be started when sustained winds are in excess of 25 knots.

19 PRIZES

19.1 This race is part of the Billado / Cannon Series, comprised of eight races: Tea Kettle, Odziozo, Lady Skipper, Mid Lake, Ladies Cup, Schuyler Island, Macdonough, and Hot-Ruddered Bum.

19.2 The Billado (Spinnaker) and Cannon (Jib & Main) rotating trophies will be awarded to the boat with the lowest overall series score within their division.

19.3 The top three finishers in each class in this series will also be recognized.

19.4 Boats will be allowed 1 throw-out if more than 3 races are sailed, 2 throw-outs if all 8 races are sailed.

19.5 If a boat's skipper serves as race committee and the boat does not race, the boat's score for that race shall be the average of all its races in that series. This can result in two boats having the same score for that race.

19.6 For the series, DNC will be scored = the maximum number of boats that came to the start for any race in the series +1, per division, or per class.

20.0 TROPHIES

Ted Brooks Trophy	Line Honors - first to finish, any club
The Ladies Cup	LCYC member - first on corrected time
Challenge Trophy	Non-LCYC member - first on corrected time
Samuel de Champlain Trophy	First on corrected time - any class, any club
Danielson Trophy	Spinnaker Class A - first on corrected time
Edlund Trophy	Spinnaker Class B - first on corrected time
Ingalls Cup	Spinnaker Class C - first on corrected time
NF Failey Trophy	Jib & Main Class A - first on corrected time
Dewey Mead Trophy	Jib & Main Class B - first on corrected time
Hall Grieg Trophy	Etchells Class - first on corrected time
Thomas Sproston Trophy	Junior Skipper - first on corrected time

21 RISK STATEMENT

21.1 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.

22 INSURANCE

22.1 Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.