

**• 2026 Wednesday Series •
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 The race committee will make official and courtesy broadcasts to competitors 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

6.1 Race dates as per the LCYC website: <https://lcyg.info/events/racing>.

6.2 For series practice race, A, B, and C, first warning signal will be at 1810.
For series D, first warning will be at 1725.

6.3 There is a one-minute gap between each start and the succeeding warning.

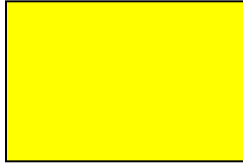
6.4 Etchells class will start first, followed by JaM and Spin C, followed by Spin A and B.

7.0 CLASS FLAGS

7.1 Etchells



7.2 JaM & Spinnaker C



YELLOW

7.3 Spinnaker A & B



PURPLE

8.0 RACING AREA & MARKS

8.1 Courses will be set up in or near Shelburne Bay.

8.2 Marks used in LCYC races are described in (<http://lcyf.info/racing/documents>)

9.0 COURSES

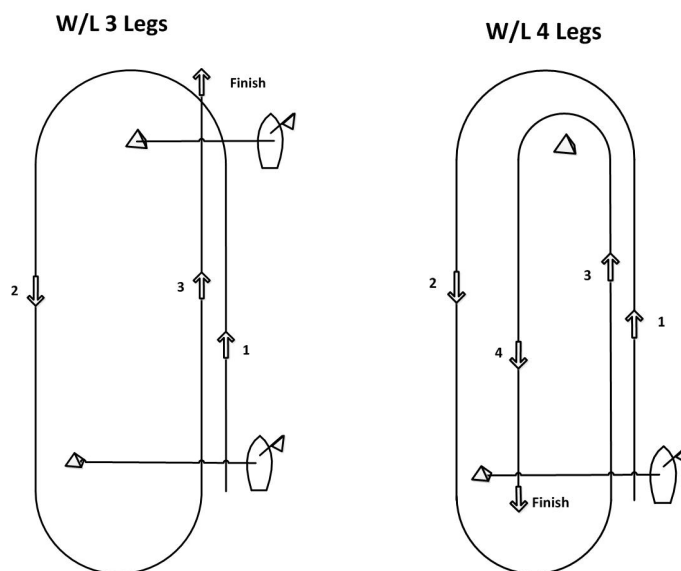
9.1 COURSE DIAGRAMS

Courses are identified as follows:

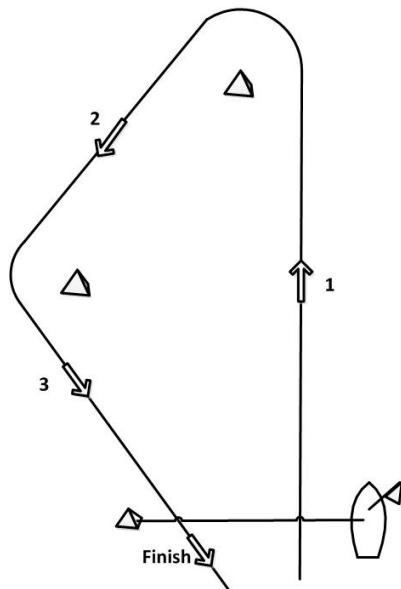
Windward-Leeward: WL.

Triangle: T.

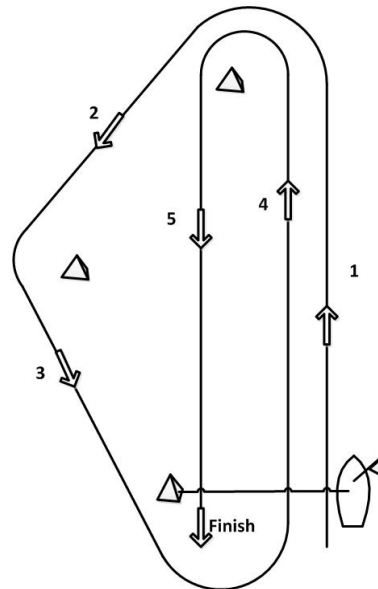
Triangle Windward-Leeward: TWL.



Triangle 3 Legs



TWL 5 Legs



9.2 COURSE BOARD

Race courses will be signaled from the Race Committee boat as follows:

CLASSES: The first line on the board indicates the class. E for the Etchells and Sportboat classes, J for Jib & Main classes and S for Spinnaker classes:

E	J	S
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COURSE TYPE: The second line indicates the course geometry, Windward-Leeward; Triangle-Windward-Leeward; Triangle, and whether there will be an “O”ffset mark at the windward mark, and whether there will be a leeward “G”ate.

W L	TW L	T	O	G
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NUMBER OF LEGS: The 3rd line indicates the number of legs for each course.

1	2	3
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Example: The Etchells and Sportboat classes sail a windward leeward course with 4 legs total. Jib & Main boats sail a triangle with 3 legs total. Spinnaker classes sail a triangle-windward-leeward with 5 legs total. An offset is used at the windward end, and a gate at the leeward end.

E	J	S		
WL	T	TWL	O	G
4	3	5		

9.3 The windward mark may be signaled using a board on the stern of the Race Committee boat. If the windward mark is a drop mark, a “D” and the magnetic heading to that mark may be displayed.

9.4 All marks of the course shall be left to port.

10 THE START

10.1 The orange start-line flag will be displayed once the Race Committee boat is on station and the line is set.

10.2 Races will be started using RRS 26 with the following change: There will be a one-minute gap between each start signal and the following warning signal:

10.3 Series A, B, C

- Etchells warning 1810 start 1815
- JaM & Spin C warning 1816 start 1821
- Spin A&B warning 1822 start 1827

10.4 Series D

- Etchells warning 1725 start 1730
- JaM & Spin C warning 1731 start 1736
- Spin A&B warning 1737 start 1742

10.5 The starting line is between a staff displaying an orange flag on the Race Committee boat and the course side of the starting mark.

10.6 The sound signaling the end of Postponement may be one horn or 4-5 short blasts sounded as the AP is lowered. This Changes the Race Signal Section of the RRS.

10.7 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.

10.8 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.

10.9 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.

10.10 **General Recall:** General recalls will be signaled in accordance with Racing Rule 29.2. Recalled class(es) shall start after all regularly scheduled classes, in the order in which they were recalled. This changes Racing Rule 29.2.

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.

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 an 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@lcy.info.

14 TIME LIMIT

14.1 The time limit for the first boat to finish in series A, B and C is 2100.

14.2 The time limit for the first boat to finish in series D is 2030.

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://lcy.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@lcy.info.

17.0 SCORING

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

17.2 Boats that do not start, do not finish, retire, or are disqualified shall be scored as described in rule A5.2.

17.3 For a race where the 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.

17.4 One race is required to constitute a series.

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 RISK STATEMENT

19.1 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.**

20 INSURANCE

20.1 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.