

2022 MELGES 24 SE INLAND LAKE CHAMPIONSHIP

LAKE LANIER SAILING CLUB

March 26-27

SAILING INSTRUCTIONS

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board located in the clubhouse

3 CHANGES IN THE SAILING INSTRUCTIONS

3.1 Any change to the sailing instructions will be posted on the official notice board 90 minutes before the first start on 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 place.

3.2 For an on the water change to the sailing instructions: "L" flag shall be displayed with class flag, if appropriate. The change will be announced on the designated VHF channel. This changes RRS Race Signals.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the flagpole located in front of the LLSC Clubhouse.

4.2 When flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 45 minutes". This changes RRS Race Signals.

5 RACING SCHEDULE

5.1 Sat, March 26

1000 – Skippers Meeting

1155 – 1st warning signal. Additional races to follow.

Sun, March 27

0955 – 1st warning signal

1400 – No starts after this time

5.2 Multiple races are planned at the discretion of the race committee. One completed race shall constitute a series.

6 NOT USED

7 RACING AREA

7.1 The racing area is planned for the area of Lake Lanier extended out from Chattahoochee Bay.

8 THE COURSES

8.1 The course shall be a windward/leeward course.

8.2 The leeward gate should be green tetrahedrons and shall be placed in front of the RC Barge.

8.3 The windward mark shall be a green tetrahedron. In the event of a course change, the new windward mark may be a orange tetrahedron, which will become the windward mark for subsequent races. Any additional course changes should alternate between the 2 colored Tetrahedrons.

8.4 The windward mark shall have a round ball associated with it as an offset mark. In the event of a course change, the offset mark may not be set.

8.5 The course designations shall be posted on the back of the RC Barge and be numerical, indicating the **number of laps** to be sailed.

8.6 The race committee may realign the leeward gate without notification to the fleet.

8.7 The leeward mark/gate need not be honored on the final leg to the finish.

8.8 The start pin shall be to port of the RC barge. The finish pin shall be to starboard of the RC barge.

9 & 10 NOT USED

11. THE START/FINISH

11.1 Races will be started by using RRS 26.

11.2 The start line will be between an orange flag on the port side of the barge and an inflatable buoy.

11.3 The finish line shall be between a blue flag on the starboard side of the barge and an inflatable buoy.

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

12 RECALLS

12.1 Individual recalls and boats disqualified under RRS 30.3 may be broadcast on the designated VHF channel using sail numbers or any identifying info. This is in addition to and changes RRS 29.1 and 30.3.

12.2 Failure of the RC to make a broadcast or to time it accurately or the order of boat(s) hailed will not be grounds for a granting redress. This changes RRS 62.1(a).

16 PENALTY SYSTEM

16.1 Penalty turns involving RRS Part 2 rules shall be one turn which shall include at least 1 tack and 1 gybe. However, when the breach occurs within a mark zone other than the starting mark, her penalty shall be 2 turns. This changes rule 44.1.

16.2 Unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg.

17 TIME LIMITS

17.1 Any boat not finishing within 30 minutes of the first finisher may be scored TLE.

18 PROTESTS AND REQUEST FOR REDRESS

18.1 A boat intending to protest shall comply with RRS 61 and additionally shall report to the

RC Barge (signal boat or finish boat) as soon as possible after finishing, giving the race committee its sail number and the sail number(s) of the protested boat(s). This changes RRS 61.

18.2 Protest forms are available at the LLSC Clubhouse. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

18.3 Protest Time Limit: Will begin when the race committee boat docks and ends sixty minutes later. The race committee shall sound 1 long horn at time of docking.

18.4 Notices of protests by the race committee or protest committee will be posted notice board to

inform boats under RRS 61.1(b).

18.5 On the last scheduled day of racing a request for reopening a hearing shall be delivered:

- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
- (b) no later than 30 minutes after the requesting party was informed of the decision on that day.

This changes RRS 66.

18.6 On last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

18.7 If the race committee posts a list of boats scored OCS, ZFP or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes RRS 62.2.

20 SCORING

20.1(a) When fewer than six (6) races have been completed, a boat's series score will be the total of it's race scores. This changes RRS A2.

(b) When six(6) or more races have been completed, a boat's series score will be the total of it's scores excluding it's worst score.

20.2 Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two points by the race committee without a hearing. The total shall not exceed the total number of boats in that class. This changes RRS A4.1, A4.2 and A5.

20.3 If a boat requesting redress for OCS is not granted redress, the score in that race shall not be excluded. This changes SI 20.1(b), RRS 90.3 and A2.

21 SAFETY

21.1 Each competitor is solely responsible for his own safety and, by participation, agrees

to sail and use the LLSC facilities at his or her own risk.

LLSC nor persons assisting with the conduct of races shall be responsible for damage or injury suffered during races or related activities.

21.2 A boat that retires from a race, leaves the course area or returns to the course area

between races shall notify the race committee as soon as possible.

26 PREPARATORY SIGNALS

Z flag can be used after a general recall and the 20% Penalty Rule will be in effect. A boat within the triangle formed by the ends of the line and the first mark during the minute before the start will receive a 20% scoring penalty.

28 RADIO COMMUNICATION

28.1 Communications for competitors will be on VHF channel 69.

30. DISCLAIMER OF LIABILITY

30.1 Competitors participate in the regatta entirely at their own risk. (See RRS4, Decision

to race). The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

30.2 The safety of a boat and its crew is the sole and inescapable responsibility of the Skipper who shall ensure that the boat is fully sound, thoroughly seaworthy, and manned by an experienced and physically able crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

30.3 LLSC, the regatta staff, and their employees and volunteers do not accept responsibility for the

loss of life or injury to participants or others, or for the loss or damage to any vessel

in any way or from any cause during or relating to this event.

30.4 The Skipper shall be responsible for the conduct of his crew. In the event of a serious breach of conduct, the destruction of property or the failure to comply with a reasonable request of any Race Officer or Committee Member, the Skipper will be responsible for all damages and the boat may be subject to protest which, may include disqualification from the regatta.