



2016-2017 Sailing Instructions Club Championship, A & B series and Marathon races

Lake Samsonvale Water Sports Association, Inc

Rules

The race or regatta will be governed by YA Racing Rules of Sailing, the prescriptions and special regulations of YA, and the rules of each Class Association

Notices to Competitors

Notices to competitors may be posted on the official notice boards located at Race Control

Changes to Sailing Instructions

Any change to the sailing instructions will be posted at Race Control before 11:00am on the day it will take effect

Signals Made Ashore

Signals made ashore will be displayed at Race Control.

Schedule of Races

LSWSA club series races will be in accordance with the Sailing Calendar, and be conducted as defined in the LSWSA General Notice of Race (NOR). Other specific events will be conducted as defined in the particular Notice of Race published for that event.

Class Flags

- Class flags will be pennants with the appropriate letter for each class
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| Division J | Juniors |
| Division A | Monohulls with yardstick 126 and above |
| Division B | Monohulls with yardstick below 126 |
| Division T | Monohull and Multihull trailerboats |
| Division C | Off-the-beach Multihulls with yardstick 82 and above |
| Division D | Off-the-beach Multihulls with yardstick below 82 |

Racing Area

- The racing area will be on Lake Samsonvale within the defined area illustrated in Appendix A, and not within the prohibited area under the powerlines.

Courses

- Layout of the racing area has resulted in a fixed layout illustrated in Appendix A. Because the course markers cannot be moved, the Race Officer (RO) of the day will set a course giving windward / return legs most appropriate to the prevailing wind at the time of the race.
- The start/finish line extends in line with Race Control from a marker on the shoreline to a buoy partway across the lake. The outer start line mark and the direct line between it and the marker on the shoreline are considered to be an obstruction unless boats are starting or finishing a race. Boats crossing this line if not starting or finishing a race will be marked dsq for that race.
- To the East of the start line is a mark (A buoy) which is common to all courses. This mark may be included even on course legs that bypass it, for convenience of setting a shortened course flag. In that case it must be observed to port or starboard as appropriate.
- Other course marks are set in a triangle, with marks C, B and H forming outer marks, and Ci, Bi & Hi forming inner marks.

Marks

- Major rounding marks A, B, C and H are large triangular prismatic markers painted yellow
- Inner marks Bi, Ci & Hi are inflatable yellow cone shaped buoys
- Each mark will fly a pennant indicating local wind direction. If the course is shortened, this pennant is replaced by the shortened course flag

The Start

- Races will be started for each class with a warning signal made five minutes before the starting signal, and additional signals at four minutes and one minute before the actual start signal.
- Timing will be displayed by class pennants and starting flags at Race Control. For your convenience a hooter will be sounded in conjunction with the flags, but the flags are the official signals.
- Depending on weather conditions, starts may be 'Back-to-Back' ie the start of one class being the warning signal for the next class, or there may be an interval between starts.
Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- A boat starting later than ten minutes after her starting signal will be scored Did Not Start without a hearing.

The Finish

- If a call is made for a shortened course, the RO will cause the shortened course flag to be displayed on a course marker before the leading boat in that class reaches the buoy. Boats will then proceed from that mark direct to the finish line, following the leading boat's course ... ie. boats on a previous 'lap' will need to complete the lap before finishing.
- If the shortened course flag is displayed on A buoy, it will apply to all classes passing that buoy, even if it is not a turning mark on that leg of the course.
- After finishing, boats will not re-cross the finish line. If necessary, pass around the outer start line mark, giving way to boats that are still racing.
- Boats not finishing within 30 minutes of the first boat in their division may be marked as a DNF. The Principal Race Officer has the discretion to extend this by 5 minutes if it is likely a boat will finish within that time.

Penalties and Protests

- Skippers breaching a regulation may accept a DSQ, but are encouraged to substitute a turns penalty and continue racing.
- It is recommended that boat-to-boat incidents be resolved by dialogue on the water, with protested boats taking a turns penalty where appropriate.
- Right-of-way breaches incur a two-turns penalty (one turn for multihulls), touching a mark a one-turn penalty. Such penalty is to be taken after getting well clear of other boats as soon after the incident as possible.
- Skippers who are affected by another boat which breaches a rule, or observe another boat breaching a rule, may raise a protest. Written notification on the LSWSA Protest Form should be lodged with Race Control within 90 minutes of the finish time of the last boat in that race.
- Skippers who feel disadvantaged by another boat may raise a Request for Redress. Written notification on the LSWSA Request for Redress Form should be lodged with Race Control within 90 minutes of the finish time of the last boat in that race.
- Minor protests (typically boat-to-boat incidents) may be resolved by members of the Sailing Committee present on the day.
- Major protests involving damage or injury will be examined in deliberation by the full Sailing Committee.
- A non-refundable fee of \$20.00 is payable to the principal race office upon submission of a protest form or request for redress. Failure to pay this fee will render the submission null and void and the protest or request will not be considered.

Scoring

- The low point scoring system will apply
- Other considerations will be in accordance with the particular NOR for that event

Safety Regulations

- Skippers will sign on and sign off on the entry form in Race Control.
- If races are sailed back to back (as advised at briefing), two sign on sheets will be provided, skippers intending to sail the two races will sign on for each race. Skippers need to sign off after completing the last race they have sailed.
- A boat that retires from a race shall notify Race Control as soon as possible.
- All boats on the water, including those not racing, will accept direction from the Safety Boat Operator(s)

Disclaimer of Responsibility

- Competitors participate in events entirely at their own risk. See rule 4, Decision to Race. LSWSA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

Insurance

- Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$5,000,000

Appendix A LSWSA fixed course layout Not to Scale NB. Limit of sailing is the western side of the power lines

