



Wednesday Night Series 2023 Sailing Instructions

1. RULES

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

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be communicated on the day it will take effect, except that any change to the schedule of races will be communicated by 6:00pm on the day before it will take effect.
- 2.2. Changes to a sailing instruction may be made by the race committee (RC) on the water by communication via radio channel 72.

3. COMMUNICATION WITH COMPETITORS

- 3.1. On the water, the race committee (RC) intends to monitor and communicate with competitors via VHF radio on channel 72.
- 3.2. From the first warning signal until the end of the race, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CODE OF CONDUCT

4.1. Competitors shall comply with reasonable requests from race officials.

5. SCHEDULE OF RACES

5.1. Dates/Time of racing:






| SERIES | TIME | DATES |
|-----------|----------------|---|
| Spring | 6:50pm Warning | May 3, 10, 17, 24 |
| Summer | 6:50pm Warning | May 31 June 7, 14, 21 July 5, 12, 19, 26 August 2, 9, 16, 23 |
| Fall | 6:35pm Warning | August 30 September 6, 13, 20 |
| Frostbite | 10:55am | Saturday, September 23 |

5.2. The scheduled time of the warning signal for the first race is 6:50pm for Spring and Summer series, and 6:35pm for Fall Series. The Frostbite warning signal will be 10:55am

5.3. To alert boats that a race or sequence of races will begin soon, the L flag will be displayed with one sound at least five minutes before a warning signal is made.

6. CLASS FLAGS

6.1.

| CLASS | SERIES | FLAG | FLAG |
|-------------------|---------------------------------|-------------------|--|
| SPIN 2 and VX One | Spring, Summer, Fall, Frostbite | Numeral Pennant 1 |  |
| SPIN 1 | Spring, Summer, Fall, Frostbite | Numeral Pennant 2 |  |
| Jib and Main | Spring, Summer, Fall, Frostbite | Numeral Pennant 3 |  |
| 7.9's | Spring, Summer, Fall, Frostbite | Numeral Pennant 4 |  |
| SPIN 3 and 4 | Spring, Summer, Fall, Frostbite | Numeral Pennant 5 |  |

7. RACING AREA

7.1. The racing area will be approximately ½ to 1 nautical mile west of the Holland pier heads. The race committee may elect to conduct the race on Lake Macatawa if weather conditions do not allow racing on Lake Michigan. Racers will be notified with multiple transmissions on Channel 72.

8. COURSES

- 8.1. The diagram(s) in SI Addendum show(s) the suggested course(s), including the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2. No later than the warning signal, the Race Committee signal vessel will announce the approximate compass bearing of the first leg.

9. MARKS

9.1. Marks used may include the following: inflatable yellow or orange marks. Lake Macatawa Races may include government buoys.

10. THE START

- 10.1. Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 10.2. Races will be started as follows:

| Signal | Flag and Sound | Minutes before Start Signal |
|--------------------|---|-----------------------------|
| Warning Signal | Class Flag and 1 sounds | 5 |
| Preparatory Signal | 1 Flag and 1 Sound (Rule 30.1 in effect) | 4 |
| One Minute | Preparatory Flag Removed and 1 Long Sound | 1 |
| Starting Signal | Class Flag Removed and 1 sound | 0 |

- 10.3. The starting line is between a staff displaying an orange flag on the signal boat and the starting mark.
- 10.4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

- 10.5. If any part of a boat's hull is on the course side of the starting line during the one minute before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 10.6. General Recall: when at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made after the last normally scheduled class and proceed as prescribed above. This changes RRS 29.2
- 10.7. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

11. CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1. To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

12. THE FINISH

- 12.1. The finishing line is between a staff displaying a blue flag on the RC vessel and the finishing mark.
- 12.2. If the RC is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the RC at the first practical opportunity.

13. PENALTY SYSTEM

- 13.1. A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 while racing. This changes RRS 44.1.

14. TIME LIMIT

- 14.1.

| Mark One Time Limit | Race Time Limit | Finishing Window |
|---------------------|-----------------|------------------|
| 45 minutes | 90 minutes | 20 minutes |

- 14.2. For each class, if no boat has passed the first mark within the Mark One Time Limit, the race will be abandoned.
- 14.3. For each class, the finishing window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place (one) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2, and A10.

15. HEARING REQUESTS

- 15.1. For each class, the protest time limit is 90 minutes after the last boat in that class finishes or the race committee signals no more racing for the day, whichever is later.
- 15.2. Hearing request forms are available at www.yachtscoring.com and should be submitted directly through Yacht Scoring. This changes RRS 61.3 and 62.2.
- 15.3. Notices will be posted no later than 24 hours after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in a mutually convenient location.

16. SCORING

- 16.1. **Spring & Fall Series:** If 4 races are officially scored each yacht will be allowed 1 throw out race. If 3 or less races are scored there will be no throw outs
- 16.2. **Summer Individual Series:** If 10 races are officially scored each yacht is allowed 3 "throw-out" races for the complete series. If there are 9 or 8 officially scored races, each yacht will be allowed 2 "throw-outs". If there are 7 or less officially scored races, "no throw outs" will be allowed.
- 16.3. For Individual races, Spring, Summer, Fall Series, and Frostbite, Low Point Scoring applies
- 16.4. **Gold Cup Series:** High Point % Scoring will be used for the Gold Cup Series. This changes Appendix A. Boats will be allowed 5 throw outs for the complete series.

17. SAFETY REGULATIONS

- 17.1. Boats racing must conform to all USCG safety equipment requirements and must have a VHF radio on board capable of broadcasting and receiving on Channel 72.
- 17.2. A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity.

18. PRIZES

- 18.1. Prizes will be given in each division for 1st, 2nd and 3rd place for the Spring, Summer, and Fall series.
- 18.2. The Gold Cup will be awarded to the boat accumulating the best record for the Spring, Summer and Fall series.

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 valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

Addendum A: Potential Courses

Lake Michigan Course

