

2024 Lake Huron Championship Regatta

Saturday August 3, Sunday August 4

Sailing Instructions



1 RULES

- 1.1 The event is governed by the current edition of *The Racing Rules of Sailing* (RRS). This SI has been prepared in accordance with RRS Appendix J2. Please see NOR 1, Lake Huron Championship Regatta.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Changes to the sailing instructions will usually be posted before 0800 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 effect.
- 2.2 Changes to a sailing instruction may be made on the water by VHF radio.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Yacht Scoring website for this event is the official notice board (<https://yachtscoring.com/>).
- 3.2 The race shack is located at SYC and the phone number is (226) 313-2488.
- 3.3 On the water, the Race Committee intends to monitor and communicate with competitors via the VHF radio on channel 69. Failure to do so will not be grounds for redress. This modifies RRS 62.1(a).
- 3.4 A Race Committee announcement will occur 10 minutes before the warning gun for introduction to the race, discuss the weather conditions and any other relative information for the day's activity.
- 3.5 Race Day Check in: Prior to the first warning signal participating yachts shall check in with the RC. Check-in should be done verbally while under-power and passing astern of the Signal Boat. Skippers should relay yacht name, sail number, and total crew aboard.
- 3.6 Skippers meeting will be held in the Port Huron Yacht Club clubhouse at 0900.

4 CODE OF CONDUCT

- 4.1 Competitors shall comply with requests from race officials and abide by RRS 4 and 5.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the PHYC flagstaff.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 90 minutes'.

6 SCHEDULE OF RACES

- 6.1 The race dates are Saturday, August 3rd and Sunday, August 4th.
- 6.2 The RC will run as many races as possible.
- 6.3 The Warning signal is 1100 for the first race of the day.
- 6.4 To alert boats that the race will begin soon, the orange starting line flag will be displayed with one sound approximately five (5) minutes before the warning signal is made.
- 6.5 On the day of the race no warning signal will be made after 1600 hours.
- 6.6 Classes may opt out of the second day of racing.

7 CLASS FLAGS – SPLITS – STARTING ORDER

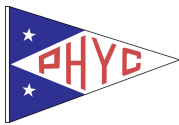
- 7.1 There are no individual class identification flags.
- 7.2 Final class splits and the starting order will be posted 0900 on race day.

8 RACE AREA

- 8.1 The racing area is southern Lake Huron. See SI #9 and Appendix A.

9 COURSES

- 9.1 Rally point will be 2 miles northeast of the Blue Water Bridge on the Canadian side of the channel. The diagrams in Appendix A show the courses, including the course designation number. Windward marks are to be rounded to port and leeward single marks are to be rounded to port. Leeward Gate marks can be rounded to port or starboard. Depending on wind conditions, the PRO may move the course location and will do so by hoisting code flag 'LIMA'."
- 9.2 No later than the Warning signal, the RC signal vessel shall display on its starboard side the designated course number on a placard and may also display the approximate compass bearing and distance of the first leg. The RC intends to have a gate at the leeward end of the course. However, a single leeward mark may be set, in which case it shall be left to port.



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9.3 The course may be shortened in accordance to RRS 32.

9.4 Legs of the course may be changed in accordance with RRS 33.

10 MARKS

10.1 Marks 1 and 2S and 2P (the gate) shall be orange inflatable marks. The starting and finishing marks shall be inflatable marks, or an anchored boat displaying a staff with an orange flag.

10.2 The offset mark shall be an orange hip hop.

10.3 New marks shall be yellow inflatable marks.

11 OBSTRUCTIONS

11.1 It should be noted that during a race boats could be close or even cross into a commercial freighter channel. The navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) apply.

12 THE START

12.1 Races will be started using RRS 26 sequences with the warning signal made 5 minutes before the starting signal.

12.2 The race committee will display the corresponding number flag for each start, this modifies RRS 26. When a general recall for a class has been signaled, the start for the recalled class will be moved to the bottom of the starting order. This will retain the starting order for the other classes. This modifies RRS 29.2.

12.3 The starting line will be between a staff displaying the orange flag on the race committee boat at the starboard end and the S mark at the port end.

12.4 After the starting sequence has initiated, boats whose warning signal has not been made shall avoid:

- The starting area extending 150' behind the starting line.
- The area extending from both ends of the starting line to the first mark forming a triangle.

Boats in violation of this instruction may be protested by the Race Committee under RRS 60.2.

12.5 If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the Race Committee will attempt to broadcast her sail number on VHF channel 69. 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).

12.6 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 62.1(a).

12.7 A boat that does not start within 20 minutes after her starting signal may be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the position of the next mark, the RC shall lay a new mark (or move the finish line) and remove the original mark as soon as practical. When in a subsequent change a new mark is replaced, it shall be replaced by an original mark. When a new mark is used to replace a weather mark, no offset mark shall be used.

14 THE FINISH

14.1 The finish line will be between a staff displaying the orange flag on the Race Committee boat at the port end and the start/finish mark at the startboard end as boats approach the finish line. After finishing, boats shall clear the finish area as quickly as possible to not obscure the RC's view of the finish line and shall not re-cross the finish line with sails up.

14.2 Boats shall record their finish times, the boat immediately ahead and astern, and report the information to the race committee if requested.

15 PENALTY SYSTEM

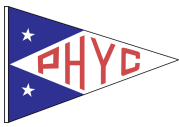
15.1 RRS 44.1 and 44.2 apply.

16 TIME LIMITS

16.1 The time limit is 90 minutes after the class starting signal.

16.2 If no boat has finished within the time limit the race will be abandoned.

16.3 Boats failing to finish within 20 minutes after the first boat in their class finishes, will be scored Did Not Finish (DNF) without a hearing (this modifies RRS 35, A4 and A5).



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16.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17 HEARING REQUESTS

17.1 For each class, the protest time limit is 2 hours after the last boat has finished the last race of the day.

17.2 Protest forms are available online at yachtscoring.com. Protests and requests for redress shall be delivered to the Race Chairman or their designate within the time limit.

17.3 Notices of protests filed will be posted on yachtscoring.com a day after the race. Parties will be notified by the Race Chairman as to the time and location of the protest hearings.

18 SCORING

18.1 The Low Point scoring system (RRS 90.3, Appendix A4) will apply. Each boat's corrected time shall be calculated using the single number ToD Buoy Racing Handicap (HCP) as shown on the boat's MWPHRF Certificate.

18.2 One race may constitute a series.

18.3 A boat's score is the total of her race scores.

18.4 There will be no throw out races for this Regatta (this modifies RRS Appendix A2.1).

18.5 N/A.

18.6 RRS A5.3 applies.

19 SAFETY REGULATIONS

19.1 **The US Coast Guard has advised PHYC that commercial traffic may be under escort through the St. Clair River and the Lake Huron shipping channel out to government buoys #11 and #12. All commercial vessels have the right-of-way in these areas and boats must use caution when approaching or crossing the path of any commercial vessel.**

19.2 Pursuant to RRS 42.3(i), auxiliary propulsion may be used in emergency situations and to avoid collisions with other vessels.

19.3 Each boat racing shall comply with US and Canadian Coast Guard requirements (see Lake Huron Championship Regatta NOR 1.5).

19.4 A boat that retires from a race shall notify the race committee as soon as possible.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 N/A

20.2 N/A

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or its equipment may be inspected at any time for compliance with class rules, notice of race and sailing instructions. See Lake Huron Championship Regatta (LHCR) NOR 10 and 11.

22 SUPPLIED BOATS

22.1 N/A

23 OFFICIAL VESSELS

23.1 RC vessels will be identified with an RC flag.

24 SUPPORT TEAMS

24.1 N/A

25 TRASH DISPOSAL

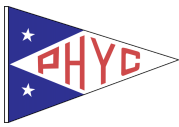
25.1 Trash and sewage disposal are to be performed according to the State of Michigan DNR boating laws and Ontario boating laws.

26 BERTHING

26.1 See Lake Huron Championship Regatta NOR 18.1 and 18.2.

27 HAULOUT RESTRICTIONS

27.1 N/A



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28 DIVING EQUIPMENT

28.1 N/A

29 PRIZES

29.1 Awards will be given to the top 3 finishers in each class.

30 RISK STATEMENT

30.1 RRS 3 states: **“The responsibility for a boat’s decision to participate in a race or to continue racing 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.**

31 INSURANCE

31.1 Each participating boat shall be insured with valid third-party liability insurance with minimum coverage of \$250,000 per incident.

Appendix A

Course Illustrations

If there is only one leeward mark (Mark 2), it shall be left to port.

When a change mark is used to replace a weather mark, no offset mark shall be used.

