

# Lake Sunapee Cruising Fleet

## Sailing Instructions

### 2011

#### 1. Rules

All races will be governed by The Racing Rules of Sailing (ISAF) published by the United States Sailing Association in their 2009-2012 edition, and by these Sailing Instructions. The Racing Rules of Sailing in PDF format is also available for downloading from the International Sailing Federation (ISAF) Web Site. (<http://www.sailing.org/racingrules.php>)

#### 2. Entries

Eligible boats may be entered by completing registration with the Lake Sunapee Cruising Fleet. For a boat to be eligible, it must have a performance handicap obtained from PHRF-NE. Other monohull boats may race but will not be included in the fleet scoring.

#### 3. Notices to Competitors

Notices to competitors will be transmitted by e-mail 3 days prior to becoming effective.

#### 4. Changes in Sailing Instructions

Any changes in sailing instructions will be e-mailed to the fleet the day before the race or hailed by the committee boat.

#### 5. Schedule of Races

Races will be conducted according to the 2011 Race Schedule listed on the LSCF Web Site. (<http://www.LSCF.us/>) The schedule may be modified with proper notice (minimum 3 days email).

#### 6. Classes

There are two classes of racing, renamed the Division I Class (Prior Racing Class) and the Division II Class (Prior Cruising Class). The new names were adopted to avoid confusion with the new PHRF racing and cruising ratings. Boats entered in the Division I Class have PHRF ratings of 189 and below.

Division II Class sailboats have PHRF ratings of 190 and above. Boats in both classes are permitted to fly spinnakers or other types of free flying sails. Flying a spinnaker triggers the PHRF racing rating while no spinnaker will use the PHRF cruising rating.

Each boat must declare for each race series if they are racing or cruising with their associated PHRF rating. Only boats that have declared racing PHRF rating for a series are allowed to fly a spinnaker or other free flying sail. Boats that have declared a cruising PHRF rating will be disqualified for flying a spinnaker or other free flying sail.

## 7. Racing Area

The racing area will be the main body of Lake Sunapee except for the end-to-end races designated in the racing schedule. The exact location of the race courses will vary with wind conditions.

## 8. The Courses

All races except those designated as Special Races will either be Windward - Leeward or Triangular in shape as follows:

Course "0" (Triangle + Windward + Leeward + Windward) - (Olympic)

Course "1" (Triangle + Windward + Leeward) - (Gold Cup)

Course "2" (Triangle + Windward)

Course "3" (Windward - Leeward)

Course "4" (Windward - Leeward - Windward - Leeward (with optional offsetting mark))

[See diagrams attached at the end of this Sailing Instructions document.](#)

Course indications will be shown on the committee boat for each racing division.

The conducting Race - Committee Boat Procedure is being developed to use as a guide to set the race courses.

## 9. Marks

Unless otherwise announced, Mark 1 will be a large, orange tetrahedral mark. Marks 2 and 3 and the starting pin will be yellow or orange.

## 10. The Start

Wednesday evening races will be started with the following sequence:

Warning Signal at 5:35 PM -- yellow flag and one horn sound

Preparatory Signal at 5:40 PM -- blue flag and one horn sound

Starting Signal at 5:45 PM -- red flag and one horn sound

One minute ahead of this starting sequence, there will be multiple short horn blasts at various compass directions to alert skippers that the start sequence is about to begin.

The I-Flag Rule is in effect for all races. The I-Flag Rule requires all boats to be on the prestart side of the start-line one minute before the start as required by rule 30.1. Boats will not be required to be on the pre-start side of the extension of the starting line but must go around one of the ends to the start side of the line before starting. The I-Flag (yellow with black dot) will not be flown by the Committee Boat.

All boats need to check in with the Committee Boat on arrival in the starting area to make sure that the Committee Boat knows that boat will be racing. Check in should occur before the warning signal whenever possible so as not to interfere with the starting sequence.

It should be noted that all times are approximate and that the ten minute warning will be given when the race committee is ready. Each flag will be lowered one minute before the next flag is raised and the horn sounded. The start is officially based on the visual flag observance.

The warning signal for Sunday races is at 1:50 PM except for end-to-end races which is at 12:50 PM.

The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end of the line and a mark set at the "pin end" of the line opposite the committee boat.

## 11. Recalls

Individual recalls will be signaled in accordance with RRS racing rule 29.2 or by hail from the committee boat. If over early, individual boats must go around either end of the starting line, cross its extension and restart from the prestart side.

A general recall of all boats will be signaled in accordance with RRS racing

rule 29.2 or by hail from the committee boat (3 short horn sounds).

## 12. Change of Course After the Start

A change of course after the start will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after the rounding the new mark may be relocated to maintain the original course configuration. If there is a subsequent change of course and a new mark is replaced, it will be replaced with an original mark.

## 13. The Finish

The finishing line will be a staff displaying an orange flag on the race committee boat and the port end finishing mark.

## 14. Time Limit

With the exception of end-to-end races, the time limit for the first leg of the race is 1 hour and for the entire race is 3 hours.

## 15. Protest

During the race skippers are expected to follow the rules and should talk about who has rights on the water before rules are broken (Experienced skippers should help less experienced skippers to understand the rules.)

If rules are broken, protest hails should occur immediately after the infraction occurs and a protest flag should be displayed at the first reasonable opportunity.

Skippers are expected to acknowledge any protests against them and comply with the accepted penalties (2 penalty turns) for most infractions (1 penalty turn for hitting a mark).

If the skippers involved do not agree on the infraction, an official protest should be lodged in accordance with RRS Racing rules, Part 5. Protests shall be in writing (simple written protest statement explaining the reason for protesting) and should be submitted to the Fleet Captain or Rules Committee member as soon as practical after the race and no later than 1 day after the race.

Protest committee is made up of at least three of the following Fleet members: Fleet Captain, one or more Rules Committee members and skippers not involved in the dispute.

Note: Questions relating to the racing rules should be directed to the Rules Committee.

## 16. Scoring

Scoring of races will utilize PHRF-NE performance handicaps. The Low Point Scoring System will be utilized, the winners being determined by the lowest average scores for each of the three series and the lowest overall score total for the three series. A minimum of two boats in a given class must race to qualify for inclusion in the Series Scoring. Separate placing will be awarded for both classes. For each series, until the fourth race is completed there are no throw outs. After the fourth race is completed, one race will be thrown out. When the fifth race is completed, two races will be thrown out. Two throw outs is the maximum for a series. Boats will receive the average score for the series when serving committee boat duty.

## 17. Government Marks

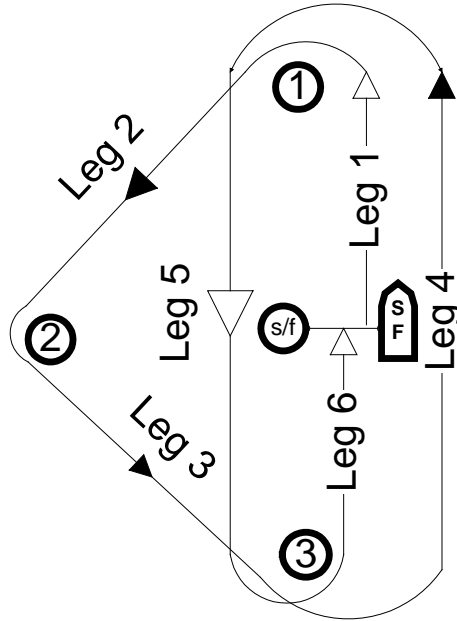
All government marks and navigation aids within the racing area must be observed.

## 18. Responsibility

The decision of whether to race, or continue to race in adverse weather conditions or with faulty equipment, or to wear personal flotation devices, lies with the skipper of each yacht. The Lake Sunapee Cruising Fleet is not responsible for accidents or injuries to yachts or persons suffered in any way from any cause during or related to racing. It is recommended that each competing boat have an operable motor with sufficient fuel to get to shore. It is suggested that each skipper discuss his/her liability with their respective legal counsel and their insurance professional.

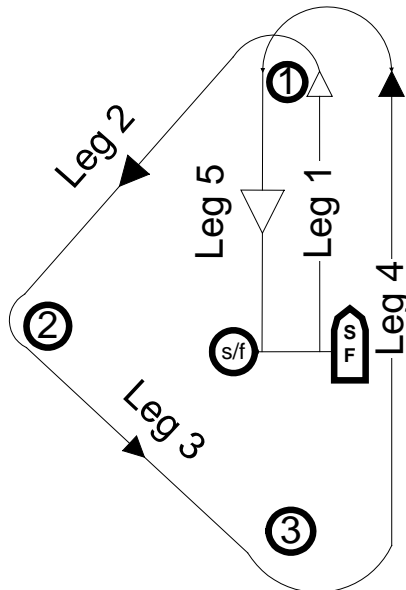
# Course 0

Triangle + Windward + Leeward + Windward (Olympic)



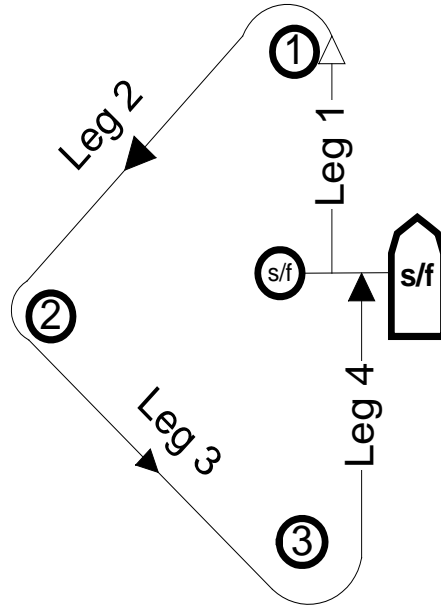
# Course 1

Triangle + Windward + Leeward (Gold Cup)



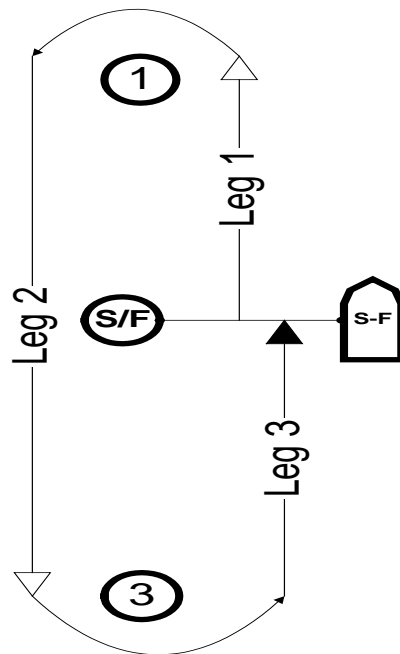
# Course 2

Triangle + Windward, 4 legs total



# Course 3

Windward-Leeward, 3 legs total



# Course 4

## Windward-Leeward, Windward-Leeward 6 legs (optional offsetting mark)

