

Sailing Instructions

South Shore Yacht Club (SSYC) Fleet 79, Vx-One Fleet 6 (Milwaukee) is the Organizing Authority(OA)

Saturday and Sunday, July 20 and 21, 2024
South Shore Yacht Club, Milwaukee, WI

1. Rules

- 1.1. The regatta will be governed by the rules as specified in The Racing Rules of Sailing.
- 1.2. US Sailing Prescriptions apply and are available at: <https://cdn.ussailing.org/wp-content/uploads/2020/11/2021-2024-US-Prescriptions-Final.pdf>
- 1.3. Boats will be in compliance with their class rules, and guidelines except as they may be changed by this notice of race, sailing instructions or amendments.
- 1.4. If there is a conflict between the sailing instructions and notice of race, the sailing instructions will take precedence. This changes RRS 63.7.
- 1.5. Rules identified below will be changed as noted for the Lightnings only. The sailing instructions may also change other racing rules
 - 1.5.1. RRS 42.3(c) is changed to read: "Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull the sheet only, (not the guy), in order to initiate surfing or planing, but each sail may be pulled only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used."
 - 1.5.2. RRS 44 is changed to add the following: "The two turns penalty as provided in RRS Rule 44 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely (below the gooseneck) while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one turn instead of two."

2. **CHANGES TO SAILING INSTRUCTIONS** Any change to the sailing instructions will be posted before 0900 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

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at the SSYC derrick house on the board under the tent and online at the SSYC website: ssyc.org
- 3.2. The race desk is located at the SSYC clubhouse in the lounge.
- 3.3. On the water, the race committee intends to monitor and communicate with competitors via VHF radio channel 78. Hand-held VHF radios are permitted for communication from the race committee to competitors.
- 3.4. [DP] From the first warning signal until the end of the last race of the day, 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. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed at SSYC on the flag mast.

4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

5. SCHEDULE

5.1.

Saturday July 20 th	0930	Competitors Meeting under the tent
	1100	First Warning Signal – VX Ones To be followed by Lightnings
		Additional races to follow as weather permits
Sunday July 21 st	1000	First Warning Signal – VX Ones To be followed by Lightnings
	1400	Deadline for last warning signal

5.2. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with multiple sounds approximately 1 minute before a warning signal is made.

5.3. VxOne class flag will be displayed at the VXOne warning and the Lightning Class flag will be displayed at the lightning warning.

5.4. Flag A displayed while boats are finishing means "There will be no more races today."

6. RACING AREA The racing area will be on the waters of Lake Michigan east of SSSYC with specific area to be determined by the race committee boat displaying Race Signal L, 'Come within hail or follow this vessel.'

7. COURSES

7.1. Courses will be Windward/Leeward of 4 or 5 legs.

7.2. No later than the warning signal, the race committee signal vessel will display the course number and approximate compass bearing of the first leg.

8. Marks

8.1. The start/finish mark and the windward mark will be a yellow or orange inflatable buoy.

8.1.1. A windward offset mark, if used, will be a small orange or yellow inflated buoy. After any change to Mark 1, an offset mark will not be laid.

8.2. New marks, as provided in SI CHANGE OF THE NEXT LEG OF THE COURSE, are a yellow or orange inflatable buoy with the mark set vessel nearby.

9. THE START

9.1. The starting line is between a halyard or staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

9.2. 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 by radio or hailer. 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).

9.3. A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

10. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark or will lay a new mark to a new position (or move the finishing line) and remove the original mark as soon as practicable.

11. THE FINISH

- 11.1.** The finishing line is between a staff or halyard displaying a blue flag/shape on the starboards side of the signal boat and a nearby mark.
- 11.2.** To reduce delay of finishing all boats, and in the judgement of the race committee any boat(s) racing will not place higher than their current position on the course, the race committee may record their finish place as that relative position. The boat(s) is(are) not required to "Finish." The race committee will attempt to notify the boat(s) involved by hail or by radio to proceed to the start area. This changes rule 35.

12. PENALTY SYSTEM- for Lightnings only

If a boat has her spinnaker drawing then RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty, except a boat she shall drop her spinnaker completely below the gooseneck while taking her penalty, then resets it and has it drawing after the penalty. This changes RRS 44.1 and 44.2.

13. TIME LIMITS

- 13.1.** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below:

Mark 1 Time Limit	Race Time Limit	Finishing Window
45 mins	1 hour 15 minutes	15 minutes

- 13.2.** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 13.3.** 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 due to Finishing Window shall be scored points for the finishing place two 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.

14. HEARING REQUESTS

- 14.1.** The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee docks, whichever is later. The time will be posted on the official notice board.
- 14.2.** Hearing request forms are available from the race desk at the SSYC clubhouse, in the lounge.
- 14.3.** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at SSYC on the second floor, beginning at the time posted.

15. SCORING

- 15.1.** One (1) race is required to be completed to constitute a regatta.
- 15.2.** When fewer than six (6) races have been completed, a boat's series score is the total of her race scores. When six(6) or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.
- 15.3.** Rule A5.3 applies.

16. SAFETY REGULATIONS

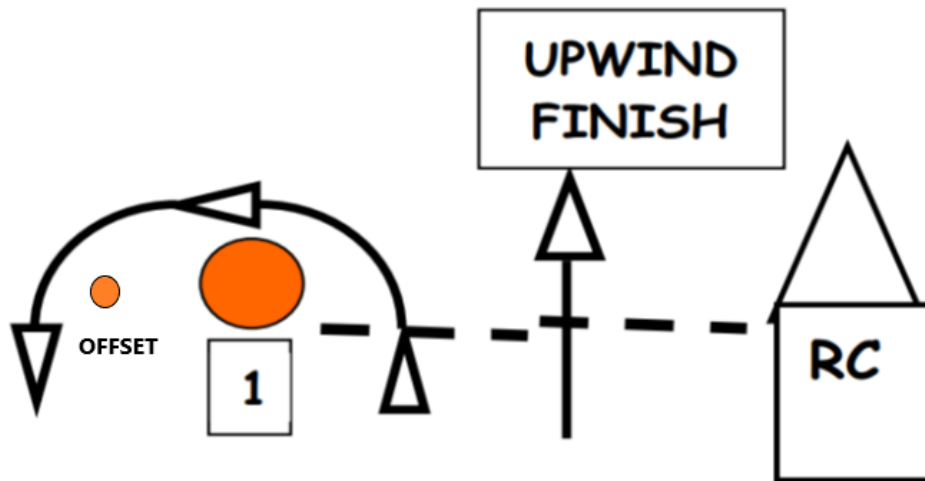
- 16.1.** [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

17. PRIZES Prizes will be given for 1st, 2nd, and 3rd place in the regatta.

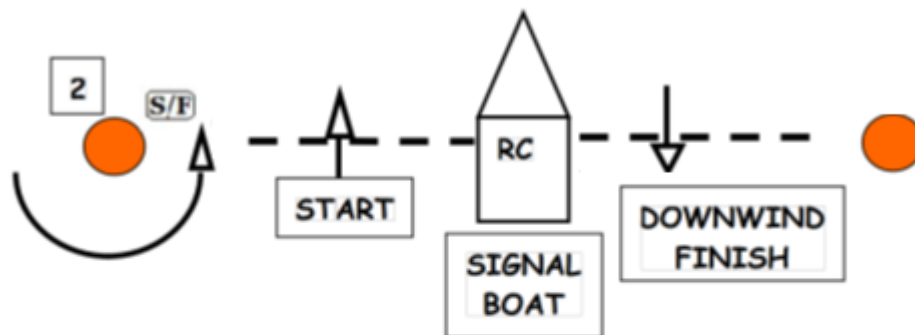
- 18. RISK STATEMENT** RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include 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.
- 19. INSURANCE** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$100,000 per incident or the equivalent.

SI ADDENDUM A

Course Diagram



NOT TO SCALE



COURSE 4: START - 1 - 2 - 1 - FINISH (downwind)
COURSE 5: START - 1 - 2 - 1 - 2 - FINISH (upwind)
NOTE: MARK COLORS AND SHAPES ARE SCHEMATIC ONLY.