



Carter Lake Sailing Club

2022 Columbia Cup Regatta SAILING INSTRUCTIONS

1. RULES

The regatta will be governed by the rules as defined by “The Racing Rules of Sailing for 2021 – 2024.

1.1 This Carter Lake Columbia Cup Regatta will be governed by the rules as defined by The Racing Rules of Sailing for 2021-2024 (RRS) except as changed by these Sailing Instructions (SI), the Notice of Race (NOR) and the rules of the Larimer Country Parks and Carter Lake. For any conflicts between the NOR and these Sailing Instructions, the Sailing Instructions take precedence. The Carter Lake Sailing Club (CLSC) is the organizing authority (OA).

1.2 The RRS will be changed as follows:

1.2.1 SI 4.2 changes RS Race Signal AP.

1.2.2 SI 13.1 changes RRS 35

1.2.3 SI 14.1 changes RRS A5

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official race notice board located on the porch window of the CLSC clubhouse or on the club website (<http://www.sailcarter.org>).

3. SAILING INSTRUCTION CHANGES

Any change in these sailing instructions will be posted before 09:00 on the day it will take effect. Any change in the schedule of races will be posted by 20:00 on the day before it will take effect. Posting may take place via email, the club's website or the official race notice board. If the Race Committee (RC) chooses to hold a Competitor’s Meeting before the race at the Committee boat, RC will sound 2 blasts of a horn at 11:15.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the RC signal boat in the club marina area.

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

5. SCHEDULE OF RACES

5.1 May 14, 15.

5.2 Three races are scheduled each day.

5.3 The scheduled time of the warning signal for the first race is 12:00 on Saturday, May 14, and 11:25 on Sunday, May 15.

5.4 The warning signal for succeeding races will be as soon as practical after the finish of the preceding race.

5.5 No Race will be started after 1500 May 15.

6. CLASSES

6.1 The series is open to all members of Carter Lake Sailing Club and guests. All boats will race in one PHRF fleet.

6.2 A boat capable of flying a spinnaker that does not intend to fly a spinnaker must declare so before her first start.

6.3 The ratings for boats that do not have current S.A.I.L. PHRF certificates will be assigned by the race committee and are not subject to appeal.

6.4 The class flag is white.

7. RACE AREA

7.1 The race course map on the CLSC web site shows the location of the racing areas and approximate location of the marks, starting area, “no wake” and “fishing” areas.

7.2 While racing, no boat will cross between a “no wake” or “fishing” buoy and the nearest shore. This area is an obstruction while racing. A boat breaking this rule will be subject to protest. The penalty for breaking this rule is a 20% scoring penalty.

8. COURSES

8.1 The course to be sailed will be designated by indicating the order in which marks are to be passed beginning with the first mark and ending with “F” for finish.

8.2 The course will be designated by letters on a white course board mounted on the race committee signal boat.

8.3 The start line may be used as a gate of the course, indicated on the course board by a red letter “G”.

8.4 All marks are left to port, with the exception of a gate, where the port end of the gate is taken to port, and the starboard end of the gate is taken to starboard.

9. MARKS

Marks are designated 1,2,3,4,5,6,7, and 8. All marks are upright three-foot white and yellow plastic cylinders. Marks may have a red “cone” on top to improve visibility. Inflatable marks may be used and are red (R), yellow (Y) or orange (O). If inflatable marks are put to use, the mark will be designated on the course board by R, Y, or O.

10. THE START

10.1 Races will be started in accordance with rule 26.

10.2 The starting line is between the RC flag standard on the RC signal boat and the starting mark (orange pin).

10.3 A boat has 10 minutes to start after the class’ start time. Boats unable to start within this time period will not race and will be scored DNS.

11. THE FINISH

11.1 The finish line is between the RC flag standard on the RC signal boat and the finishing mark (orange pin).

11.2 If a course is shortened and the finish line is moved, the finishing line will be between the RC flag standard on the RC signal boat and a nearby mark of the course.

11.3 Boats will clear the finish area as soon as possible after finishing. A boat that violates this rule and either obstructs the Race Committee’s view of the finish or interferes with a boat that is finishing will be subject to protest and a 20% scoring penalty.

12. TIME LIMIT

12.1 The time limit is 90 minutes for all boats, and within 30 minutes of the first boat to finish correctly. This changes RRS rule 35.

12.2 Boats failing to sail the course, and finish correctly within the ninety minute time limit, will be scored TLE (time limit expired). This changes rules 35 and A4.1.

12.3 Boats failing to sail the course and finish correctly within 30 minutes after the first boat finishes correctly will be scored TLE (time limit expired). This changes rules 35 and A4.1

13. PROTESTS

13.1 Protesting boats must inform the Race Committee of their intention to protest as soon as practical after finishing. Please wait for a break in the finishers to hail the committee boat.

13.2 Protest forms are available from the Race Committee on the signal boat. Protests shall be delivered to the Race Committee within the protest time limit.

13.3 The protest time limit is 30 minutes. The protest time starts when the RC signal boat docks and hoists a red flag with a horn signal. The same protest time limit applies to protests by the Race Committee, and requests for redress.

13.4 A hearing will be scheduled as soon as possible and held at a mutually agreed upon time and place.

13.5 Pre-hearing arbitration is available to all parties involved in a protest. The protest may be resolved in a pre-hearing attended by both parties if the penalized boat accepts a 40% scoring penalty. Penalty places are defined in rule 44.3(c) except 20% is replaced with 40%. The full protest committee will hear unresolved pre-hearings.

13.6 Appeals of protest committee decisions and any PHRF ratings will be made in accordance with procedures prescribed by S.A.I.L.

14. SCORING

14.1 The low point scoring system of Appendix A will be used. The following changes apply:

14.1.1 TLE: Number of finishers plus 2.

14.1.2 OCS, DNF, DSC: Number of starters plus 1.

14.1.3 DSQ, DNS, RAF: Number of starters plus 2.

14.1.4 All races will be scored.

14.1.5 All boats racing including guests will be scored, but only club members are eligible for awards.

15. RECALLS

15.1 The RC signal boat may hail premature starters either by boat name or sail number vocally or on VHF channel 69. The following are not grounds for redress:

15.1.1 Failure of a boat to receive the recall broadcast.

15.1.2 Failure of the RC signal boat to broadcast the recall.

15.1.3 A boat's position in the sequence of broadcast numbers.

16. SAFETY REGULATIONS

16.1 Check in is required prior to the first start. Check in on starboard tack when the RC signal boat is displaying the Code L flag. The penalty for breaking this rule is a warning.

16.2 Boats must meet U.S. Coast Guard, State of Colorado, and Larimer County safety requirements.

16.3 A boat that retires from a race shall notify the Race Committee as soon as possible.

16.4 The Race Committee may use VHF channel 69 for race communication while on the water. Channel 16 will be used for emergency communications.

17. LIABILITY, RELEASE AND WAIVER AGREEMENT

IN CONSIDERATION OF PARTICIPATION IN SAILING ACTIVITIES ON CARTER LAKE AND, RECOGNIZING THE RISK ASSOCIATED WITH THE SPORT OF SAILING, ALL PARTICIPANTS HEREBY RELEASE AND WAIVE ANY CLAIMS FOR PROPERTY DAMAGE, PERSONAL INJURY AND DEATH. PARTICIPANT RELEASES CARTER LAKE SAIL CLUB, THEIR OFFICERS, DIRECTORS, RACE COMMITTEES, MEMBERS, VOLUNTEERS AND SPONSORS OF AND FROM ANY AND ALL CLAIMS AND LIABILITIES OF WHATEVER KIND INCLUDING THOSE OF NEGLIGENT ACTS AND GROSS NEGLIGENCE WHICH PARTICIPANT MIGHT HAVE ARISING OUT OF PARTICIPATION IN SAILING ACTIVITIES.