



Carter Lake Sailing Club

Carter Lake Open Regatta 2026

June 13 - 14, 2026

Sailing Instructions

The notation [NP] in a rule in the Sailing Instructions means that breaches in this rule will not be grounds for a protest by a boat. This changes RRS 60.1

1. RULES:

- 1.1. The Event is governed by the **2025-2028 Racing Rules of Sailing (RRS)** and its prescriptions.
- 1.2. Each boat shall comply with all U.S. Coast Guard, Larimer County Parks, and other applicable governmental laws, rules, or regulations. [DP]
- 1.3. The following Racing rules will be changed as follows:
 - SI 3.1 changes NOR 3.1
 - SI 5.2 changes RRS Race Signal AP
 - SI 6.1 changes NOR 5.1
 - SI 11.3 changes RRS A5.1 and A5.2
 - SI 12.1 changes RRS 33 (a) (1) & (2) and 33(b)
 - SI 14.2 changes RRS 64
 - SI 14.2 changes RRS 60.4(a)(2)
 - SI 15.2 changes RRS 35, A5.1, A5.2, A10
 - SI 17.1 modifies RRS A5
 - SI 17.2 modifies RRS A2.1

2. CHANGES IN SAILING INSTRUCTIONS:

- 2.1. Any change in these Sailing Instructions (SIs) will be posted before 0900 or after the Competitors' Meeting on the day it will take effect. Any change in the Schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2. In accordance with RRS 90.2 (c), oral changes to the SIs may be made on the water. When the Race Committee (RC) Signal Boat displays Code Flag "L" with one sound signal, this means "Come within hail" of the RC Boat to receive the oral changes to the SIs.

3. COMMUNICATION WITH COMPETITORS:

- 3.1. Notices to competitors will be posted on the official regatta noticeboard located on the front window of the CLSC clubhouse. In addition, notices may be posted on www.sailcarter.org. This changes NOR 3.1
- 3.2. On the water, the RC intends to monitor and communicate on VHF channel 69.

4. CODE OF CONDUCT:

- 4.1 Competitors and support persons shall comply with reasonable requests from Race officials.

5. SIGNALS MADE ASHORE:

- 5.1. Signals made ashore will be displayed on the RC Signal Boat in the CLSC marina area.
- 5.2. When Code Flag "AP" is displayed ashore, the starting time will be no sooner than 30 minutes after lowering the Code Flag "AP". This changes RRS Race Signal AP.

6. SCHEDULE OF RACES

6.1. The Regatta schedule is as follows:

- **Saturday, June 13th, 2026**
- 10:00AM Competitors' Meeting at CLSC Clubhouse
- 11:55AM – Warning Signal for first Race, subsequent signals and races to follow
- **Sunday, June 14th, 2026**
- 10:55AM – Warning Signal for first Race, subsequent signals and races to follow

6.2 Races will be run back-to-back with each race immediately following the preceding race.

6.3 No race will start (warning signal) after 16:00 on Saturday June 13th or after 15:00 on Sunday June 14th.

7. CLASSES:

7.1. Classes and Class Flags will be announced at the Competitors' Meeting.

7.2. Expected Classes will consist of Cape Dory Typhoon, J22, Portsmouth, PHRF A, and PHRF B.

7.3. Handicap fleets may be split into multiple classes. Three or more boats entered may form a One-Design class; however, the minimum number of boats needed to form a fleet may be lessened at the discretion of the Regatta Chair.

7.4. The authority for interpreting the PHRF rules and issuing certificates is the PHRF handicapping committee of Sailing Association of Intermountain Lakes (S.A.I.L.). Boats racing PHRF are recommended to have a current S.A.I.L. PHRF certificate. Temporary PHRF ratings for non-S.A.I.L. members will be assigned by the Race Committee and are not subject to appeal.

8. RACING AREA:

8.1. The racing area is described in SI Attachment A.

9. COURSES:

9.1. The Race Committee will indicate the course to be sailed by displaying the marks to be rounded on a board displayed on the RC signal boat. The course will be designated by indicating the order in which marks are to be passed, beginning with the first mark and ending with the "F" for Finish.

9.2. All marks are left to port except for the starboard end of a gate.

9.3. Approximate positions of each mark are indicated on SI Attachment A.

9.4 The letter "G" on the course board indicates that the course is to pass through the gate from the direction of the previous mark. The gate is defined by the start line, and so uses the starting marks as gate marks.

10. MARKS:

10.1. Marks 1 through 7 are numbered white cylinders with yellow banding located approximately as shown on SI Attachment A. Racing marks are positioned around the lake with 1 as the Northeastern mark and progressing in a clockwise direction to 7 at the Northwestern corner of the lake. An inflatable orange cylinder may be used as a temporary Mark. If used, it will be designated by the letter "O" on the course board.

11. THE START:

11.1. All Races will be started under RRS 26.

11.2. The starting line will be between the staff displaying an orange flag on the RC Signal Boat and a start drone featuring green coloring on a 4" PVC pipe.

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

11.4. Fleets may have their starts combined by displaying more than one class flag with the warning signal sound.

11.5. Additional races may be sequenced differently than the initial starting order.

12. COURSE CHANGES:

- 12.1. To change the next leg of the course, RC will display the number or letter of the next mark. This modifies RRS 33(a) (1) & (2) and 33(b).
- 12.2. To shorten course for only certain class(es), the S flag shall be displayed with the appropriate class flag(s) and a hail may be made over VHF.

13. THE FINISH:

- 13.1. The Finish area shall consist of a Signal Boat and a Finish Mark.
- 13.2. There may be a separate Signal Boat to handle finishes. Its approximate location will be announced at the Competitors' Meeting.
- 13.3. The Finish line shall be between the staff of a blue flag on a Signal Boat and a blue flag on a nearby orange mark.
- 13.4. The Finish line shall be restricted to boats actively racing, on their final leg, and finishing. Boats violating this restriction shall receive a 20% scoring penalty.

14. PENALTY SYSTEM:

- 14.1. Appendix V shall be in effect.
- 14.2. The penalty for a breach of a rule that is not in Part 1, Part 2 or rule 31 may, at the discretion of the protest committee, be less than disqualification. This changes RRS 64.
- 14.3. Rule 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or"

15. TIME LIMIT:

- 15.1. All boats shall have a Race Time Limit of 90 minutes with a Finishing Window of 30 minutes.
- 15.2. The Finishing Window is the time for boats to finish after the first boat in their fleet 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. This changes RRS 35, A5.1, A5.2, A10 and is not subject to redress or hearing.
- 15.3. One Design racers may be finished in place at the Time Limit.

16. HEARING REQUESTS:

- 16.1. Protesting boats must inform the Race Committee Boat of their intention as soon as practical after finishing or the RC Boat within the protest time if they do not finish.
- 16.2. The Protest Time Limit is 30 minutes. Filings are to be made to the Principal Race Officer or any member of the RC. The Protest Time Limit will begin when the Race Committee returns to shore. Request For Hearing forms are available from the Race Committee.
- 16.3. Appeals of Protest Committee decisions and any PHRF ratings will be made in accordance with procedures prescribed by S.A.I.L.
- 16.4. Appendix T will be in effect for arbitration.

17. SCORING:

- 17.1. The low point scoring system of Appendix A5.2 is changed as follows:
DNF, TLE, RET = number of finishers plus 1
DNS, OCS, NSC, DNC = number of starters plus 1
DSQ & DNE = total number of boats registered in the Fleet plus 1
- 17.2. Appendix A2.1 is changed as follows. If 1-5 races have been completed all races will be scored. If 6 or more races have been completed, a boat's score will be the total of her race scores excluding her worst score.
- 17.3. Score ties shall be broken as defined in Appendix A8.

18. SAFETY REGULATIONS:

- 18.1. **CHECK-IN:** Boats shall check-in on the water, each race day, while the RC is flying the code "L" flag, by sailing by RC Signal Boat on starboard tack and hailing sail number and number of souls on board.
- 18.2. A boat that retires from a race shall notify RC as soon as possible by verbal hail or VHF channel 69.
- 18.3. In accordance with RRS 40.2(a) the display of flag Y with one sound shall require each competitor to wear a personal flotation device in accordance with RRS 40.1.

19. PRIZES:

- 19.1. One or more trophies will be awarded based on the number of competitors in each fleet.

20. RISK STATEMENT:

- 20.1. RRS 3 states: 'The Responsibility for a boat's decision to participate in a race or 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.**
- 20.2. By taking part in the event, each competitor and the responsible adult agree and acknowledges that:
 - a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;
 - b) They are responsible for the safety of themselves, their boat, and their other property whether afloat or ashore;
 - c) They accept responsibility for any injury, damage, or loss to the extent caused by their own actions or omission;
 - d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - e) The provision of a race management team, patrol boats, and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
 - f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

Attachment A: Reference Map of Carter Lake

