

2019 Lakewide Series - Sailing Instructions

For further information, or to recommend changes or additions, go to:

[Regatta Networks 2019 Series](#)

1. RULES

- 1.1. Races will be governed by the Racing Rules of Sailing (2017-2020) ([ISAF-RRS](#)), and these Sailing Instructions.
- 1.2. **All boats shall provide to the race committee a completed registration form. To register, go to the Regatta Network's Event page: [registration link](#)**
- 1.3. Updates to a boat's registration information (ie. contact info, sail #'s, etc...) shall be provided by updating the registration information on Regatta Networks.

2. NOTICES TO COMPETITORS

- 2.1. The Regatta Network's Event page for the current series and the Facebook Group (Sailors Racing) will be used as the Official Notice Boards. Notices will also be forwarded by email/text to registered skippers.
- 2.2. **Regatta Networks notice board:** [link](#)
- 2.3. **Facebook Group:** [Sailors Racing](#)

3. CHANGES IN SAILING INSTRUCTIONS

- 3.1. Any changes to these Sailing Instructions will be posted on the Official Notice Boards 24 hours prior to the scheduled start time of the race in which it will take effect.

4. SIGNALS

- 4.1. All signals shall be announced via radio broadcast, on Channel 71 (see Section 15 RADIO COMMUNICATION)

5. SCHEDULE OF RACES

- 5.1. Races will be conducted per the schedule posted on the Official Notice Board (see Section 2 NOTICES TO COMPETITORS)
- 5.2. Unless agree to otherwise, and posted in advance, only one race is scheduled per day.
- 5.3. Official time to be used for races shall be UTC (Coordinated Universal Time), or GMT (Greenwich Mean Time).

Note: GPS time shall not be used. GPS Time differs from UTC by at least 17 seconds.

Correct UTC/GMT time may be obtained from one of the following:

Greenwich: <https://greenwichmeantime.com/>

Atomic Clock: <https://www.time.gov/>

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6. CLASS FLAGS

- 6.1. The fleets designated for each sailing series will be as follows:
 - “A” AUX boats with PHRF less than 121
 - “B” AUX boats with PHRF greater than or equal to 121 and less than 222
 - “C” AUX boats with PHRF greater than or equal to 222
 - “D” AUX boats with Displacement over 6,500 pounds.
- 6.2. A boat that classifies for the “D” AUX fleet may instead race a series with the fleet designated by their PHRF rating (A,B, or C).
 - 6.2.1. ***Displacement fleet Boats declaring that they wish to sail in the fleet designated by their PHRF rating (A, B, or C) shall notify the scorer prior to the beginning of each series, and shall sail the entire series in that fleet.***
- 6.3. There WILL NOT BE a separate fleet designation for the “Main and Jib” boats. “Main and Jib” boats will sail in the fleet designated by Sections 6.1 and 6.2.
 - 6.3.1. ***Boats declaring that they wish to sail as “Main and Jib” (MJ) shall notify the scorer prior to the beginning of each series, and shall sail the entire series under main and jib alone. If at any point during a series a boat that has declared MJ is found to be sailing with a spinnaker, all scoring for that boat will be changed to reflect the non-spinnaker PHRF rating for that boat, and is subject to protest.***
- 6.4. Race Committee shall not add any additional fleets to any race or series without prior approval of senior race officers from each club.

7. RACING AREA

- 7.1. The racing area is on Lake Ray Hubbard, South of Interstate 30 (see Appendix 2,3)

8. MARKS

- 8.1. The marks of the course will be the permanent marks/buoys of the lake as described in Appendix A. Each of the marks has been marked with an alpha or numeric designation as shown on the map. GPS coordinates for each of these marks are provided. See Appendix 3: Locations - Lake Marks

9. THE COURSE

- 9.1. The course to be sailed will be designated and announced by the race committee prior to the start of the day's race.

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10. THE START

10.1. Abandoning a Race

10.1.1. A race will not be abandoned until after its official warning time, with the following exceptions:

10.1.1.1. Forecast unfavorable conditions: the Race Committee (utilizing Go/NoGo reference data) shall notify all racers that the day's race will be abandoned, but shall not make this notification more than 24 hours prior to a day's race.

10.1.1.2. Extraordinary circumstances

10.1.2. Abandonment more than 3 hours prior to a day's race will be posted on the Official Notice Board (See 2 - Notices to Competitors)

10.2. All boats shall endeavor to check-in at the Race Committee boat prior to the warning signal of each day's race. Check-in may be done via radio communication with the race committee at least 5 minutes prior to the warning signal of the day's race. Race Committee, at its discretion, may waive this requirement for a day's race.

10.3. Pursuit Starts will be used.

10.4. There shall be no time limit for a boat to start after her posted starting time. This changes rule A4.

11. CHANGE OF COURSE AFTER THE START

11.1. There shall be no change of course after the start.

12. THE FINISH

12.1.1. Race Committee shall finish the boats racing as the leading most part of the boat crosses the finish line.

12.1.2. All boats racing, retiring early (not intending to finish), shall notify the Race Committee at its earliest convenience. (See section 16 Safety).

13. TIME LIMIT

13.1. The time limit for the first boat to finish will be 120 minutes (2 hours) from the start. Any boat not finishing within 180 minutes (3 hours) of the start will be scored DNF.

14. SCORING

14.1. The Low-Point Scoring System, rule A2 will apply.

14.2. There will be no throw-outs.

14.3. Boats scored as DNS, OCS, DNF, or DSQ shall be scored points for the finishing place, one more than the number of boats entered in the days race. (DNS shall only be scored for those boats that endeavored to come to the starting area).

14.4. Boats scored as DNC shall be scored points for the finishing place, one more than the number of boats entered in her fleet for the series.

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15. RADIO COMMUNICATION

- 15.1. The race committee will monitor VHF channels 16 and 71. All communications with the race committee should be done on channel 71, or by check-in. All communications after the start of the race should be made via VHF radio so that the information is shared by all competitors. After acknowledged contact on VHF channel 16, the race committee will direct the hailing boat to switch to channel 71.
 - 15.1.1. In case of an emergency, a vessel in distress should hail on Marine VHF channel 16. If unable to make contact with the appropriate authorities or Race Committee, consider attempting to hail Race Committee on channel 71 and channel 16. Repeat sequence as necessary.
- 15.2. Radio communications with the race committee during the starting sequence is discouraged, and will only be answered at the discretion of the race committee, or in the event of an emergency.
- 15.3. The race committee will endeavor to hail individual recalls. Hails will also be broadcast on VHF channel 71.

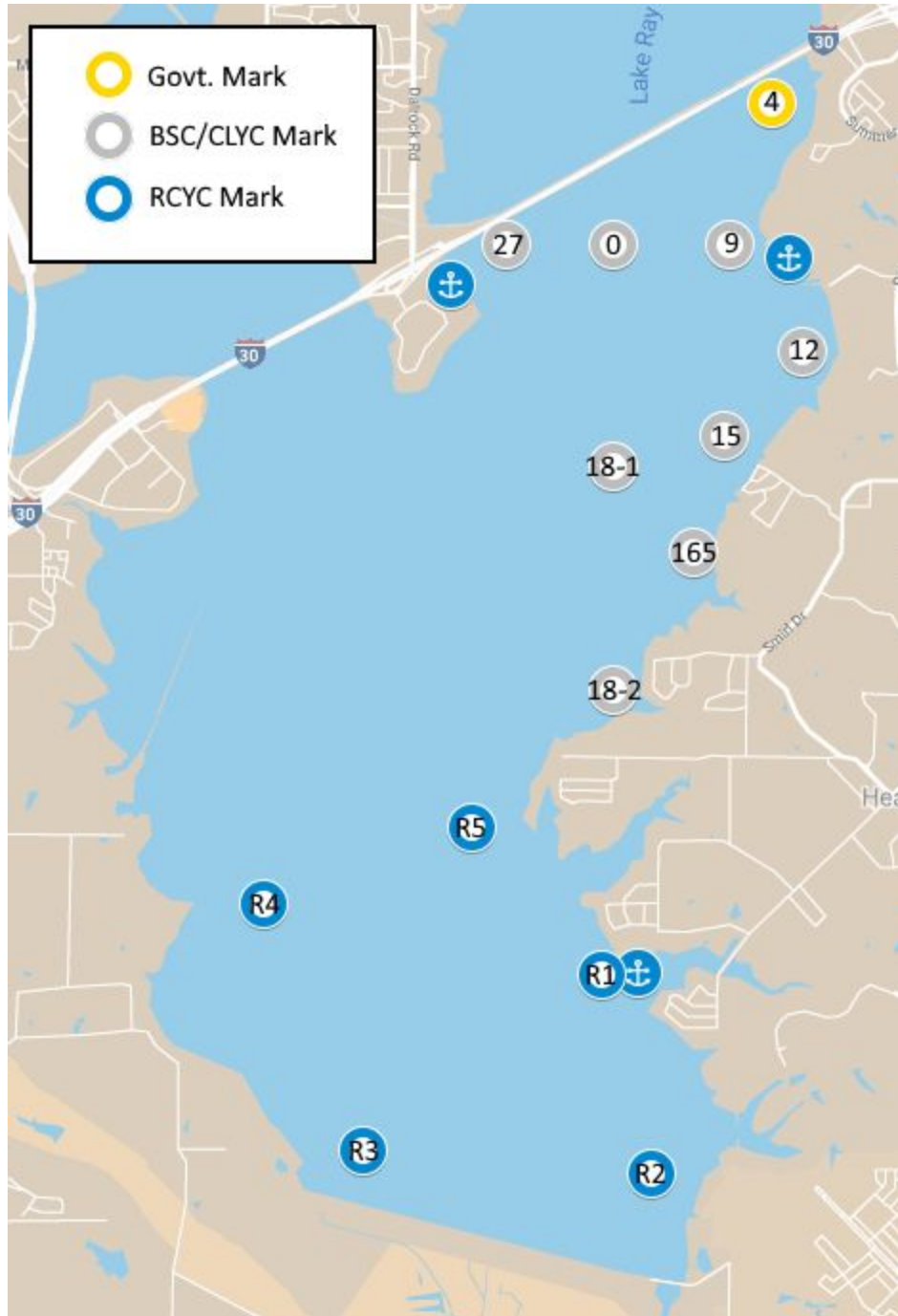
NOTE: DON'T FORGET to bring your VHF RADIO. Race Committee will use channel 71 to radio information to the competitors before and during the start sequence. Race Committee will radio the fleet on channel 71 as to the course for the day's race. Also, monitor channel 71 for course changes, and as a means to "stay connected" to the fleet during the race, and in case any boat radios a distress message. If you do not have a working VHF radio, arrive early enough to check in with the Race Committee to receive the course.

16. SAFETY, ASSUMPTION OF RISK AND RELEASE

- 16.1. It shall be the sole responsibility of each yacht to decide whether or not to start or continue a race.
- 16.2. All boats participating are asked to check in with the committee boat prior to the Warning signals of each race.
- 16.3. A yacht that retires from a race shall attempt to notify the race committee before leaving the course area. See 15 Radio Communications.
- 16.4. Competitors participate in each racing series entirely at their own risk. See Racing Rules of Sailing (2017-2020) rule 4, Decision to Race. The organizing authority will not accept liability for material damage or personal injury or death sustained in conjunction with, or prior to, during or after the racing.
- 16.5. To the fullest extent permitted by law, participants waive any rights they may have to sue the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) involved with the event with respect to personal injury or property damage suffered by the participant or their crew as a result of participation in this event and release the race organizers from any liability for such injury or damage.
- 16.6. Other Misc Safety Information:
BE AWARE: All competing boats should already have an emergency plan in place to immediately retrieve a crew person who inadvertently falls overboard. All boats within close proximity to this type of emergency should be prepared to render aid.

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Appendix 1: Lake Marks - Map



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Appendix 2: Lake Marks - Locations

From

Mark	Description	Latitude	Longitude	0	4	9	12	15	165	18-1	18-2	27	R1	R2	R3	R4	R5
0	Start	32N 52.688	96W 30.018		048 0.97	090 0.52	120 0.99	150 1	165 1.44	180 1	180 2	270 0.49	181 3.31	178 4.21	195 4.26	208 3.38	194 2.72
4	The Harbor	32N 53.332	96W 29.161	228 0.97		197 0.68	173 1.14	188 1.53	190 2.07	204 1.8	195 2.74	242 1.37	191 4.03	186 4.88	201 5.1	212 4.3	203 3.56
9	Chandlers-North	32N 52.686	96W 29.394	270 0.52	017 0.68		146 0.59	181 0.87	187 1.4	208 1.13	195 2.07	270 1.01	190 3.36	185 4.22	202 4.43	215 3.66	204 2.88
12	Chandlers-South	32N 52.2	96W 29	300 0.99	353 1.14	326 0.59		223 0.52	209 1.03	239 1	210 1.74	290 1.43	198 2.96	190 3.78	209 4.13	224 3.49	215 2.62
15	Mahria Bay	32N 51.82	96W 29.42	330 1	008 1.53	001 0.87	043 0.52		195 0.54	255 0.52	204 1.24	311 1.32	193 2.5	186 3.36	207 3.63	225 2.97	213 2.11
165	Heath Inlet	32N 51.295	96W 29.585	345 1.44	010 2.07	007 1.4	028 1.03	015 0.54		317 0.53	211 0.71	329 1.63	192 1.96	184 2.82	209 3.1	231 2.52	219 1.6
18-1	South, 1 mille	32N 51.685	96W 30.018	000 1	024 1.8	028 1.13	059 1	075 0.52	137 0.53		180 1	334 1.12	181 2.3	177 3.21	200 3.3	219 2.54	201 1.76
18-2	South, 2 miles	32N 50.69	96W 30.018	000 2	015 2.74	015 2.07	030 1.74	024 1.24	031 0.71	000 1		346 2.06	182 1.31	176 2.21	208 2.39	238 1.87	225 0.91
27	Bayside Marina	32N 52.688	96W 30.599	090 0.49	062 1.37	090 1.01	110 1.43	131 1.32	149 1.63	154 1.12	166 2.06		173 3.34	171 4.26	189 4.16	200 3.18	183 2.64
R1	RCYC Club	32N 49.383	96W 30.083	001 3.31	011 4.03	010 3.96	018 2.96	013 2.5	012 1.96	001 2.3	002 1.31	353 3.34		166 0.93	233 1.34	282 1.56	319 0.89
R2	RCYC Heath	32N 48.483	96W 29.817	358 4.21	006 4.88	005 4.22	010 3.78	006 3.36	004 2.82	357 3.21	356 2.21	351 4.26	346 0.93		274 1.31	305 2.13	333 1.77
R3	RCYC Sunnyvale	32N 48.583	96W 31.367	015 4.26	021 5.1	022 4.43	029 4.13	027 3.63	029 3.1	020 3.3	028 2.39	009 4.16	053 1.34	094 1.31		338 1.2	018 1.55
R4	RCYC Power Plant	32N 49.7	96W 31.9	028 3.38	032 4.3	035 3.66	044 3.49	044 2.97	051 2.52	039 2.54	058 1.87	020 3.18	102 1.56	125 2.13	158 1.2		070 1
R5	RCYC Terry Point	32N 50.05	96W 30.783	014 2.72	023 3.56	024 2.88	035 2.62	033 2.11	039 1.6	021 1.76	045 0.91	003 2.64	139 0.89	153 1.77	198 1.55	250 1	

Note: Mark 4 is the 4th buoy from I-30, off the north shore of The Harbor. Coordinates for Mark 4 are approximate.

Distances are in nautical miles

To