



Lake Canyon Yacht Club
2020 - 2021 Winter Keelboat Club Series
NOTICE OF RACE

Event: 2020 – 2021 Winter Keelboat Club Series

Dates: December 12, 2020 – January 16, 2021 – February 20, 2021

Host: Lake Canyon Yacht Club, Canyon Lake

Eligibility: The series is open to only LCYC member Keel boat classes

Racing Rules: This regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) 2017 – 2020, this Notice (except as any of these are modified by the Sailing Instruction associated with this series), the current version of the Canyon Lake Sailing Instructions, and if sailing in a One-Design fleet, the applicable Class rules. This event is classified as a category “A” event. Any additional information will be posted on the Official Notice window of the LCYC Clubhouse.

Scoring: Low point system is outlined in Appendix A of RRS.

Proposed Classes: J-22, PHRF Spinnaker, PHRF Non-Spinnaker, Big Boats, Cruisers and Multi-Hulls. Three (3) boats of a class or similar PHRF rating constitute a fleet. Actual fleets will be set and announced at the Skipper’s Meeting. No fleets will be formed after the Skipper’s Meeting.

Races: Two (2) scheduled races each Saturday, for a total of six (6) races. The best four (4) races for each boat will determine final standings. One race shall constitute the series.

Courses: The course for each race will be posted on the stern of the committee boat before each race. The course for each race shall be at the discretion of the Principal Race Official present.

Trophies: The number of trophies will be determined by the number of boats entered in each fleet by the Skipper’s Meeting. 1-3 boats = 1 trophy, 4-6 boats = 2 trophies, and 7 or more boats = 3 trophies. All finishes will be posted on Regatta Network & awards mailed to fleet winners.

Timetable:

| | | | |
|-------------------|----------|-------------|--------------------------------|
| December 11, 2020 | Friday | 1800 | Zoom Skipper's Meeting |
| | Friday | 2100 | End of Early Registration |
| December 12, 2020 | Saturday | 0700 | End of Late Registration |
| | | 1300 | First Signal |
| January 16, 2021 | Saturday | 0100 | End of Single Day Registration |
| | | 1300 | First Signal |
| February 20, 2021 | Saturday | 0100 | End of Single Day Registration |
| | | 1300 | First Signal |

Disclaimer of Liability: Competitors participate in the regatta entirely at their own risk. See RRS Part 1, #4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Due to the COVID-19 pandemic, all skippers are required to read the LCYC COVID-19 Task Force Recommendations in NOR Appendix, answer the three questions on registration in Regatta Network and sign the "Regatta Waiver and Release of Liability" document posted on the Regatta Network website along with the Notice of Race (NOR) and Sailing Instructions (SI). A signed copy of "Regatta Waiver & Release of Liability" is to be delivered at the Super Dock prior to race.

UPDATE to Hygiene Addendum & New TRAILER SAFETY REVIEW & CHECKLIST: ALL SKIPPERS & CREW ARE REQUIRED TO WEAR MASKS WHILE ON THE DOCK PRIOR TO / AND AFTER FINISHING THE RACE. Participants are encouraged to launch, rig and leave the dock as soon as practical before race starts. Boat recovery should also be done quickly and post-race gatherings on the dock should be limited to avoid any unnecessary congregating. **Failure to follow this update** in the NOR may lead to **Disqualification**.

Insurance: Each participating boat shall be insured with valid third-party liability insurance.

Photography & Video Rights: All marks, pictures, audio and video recordings, graphic logos and service names contained herein or produced during the Regatta by or on behalf of the LCYC are the properties of the LCYC. No rights are granted to use pictures, graphic logos and service names without permission. Competitors give absolute right and permission for video footage or photographs of themselves or their boat to be published in any media for press, editorial or advertising purposes.

Entry Fees: Registrations must be completed online in order for races to be scored. Registration \$20.00 per boat. Late Registration \$25.00 per boat. Single day registration \$15.00 per boat.

Payment Method Options: Club Charge, Paypal® or credit card.

Appendix:

COVID-19 Recommended Guidelines

Social/Physical Distancing

- Maintain a distance of at least 6 feet (about 2 arms' length) from other people outside your household while on club property or at club events.
- Limits on the size and location of group activities, gatherings, and events will be determined by the Commodore, in compliance with government guidelines and restrictions, and will be communicated to members and employees.
- Members, guests, and employees should avoid enclosed places where distancing is not possible.
- Club members and employees should respect the social distancing needs of others.

Hygiene

- Individuals should wash their hands often with soap and water for at least 20 seconds, especially after they have been in a public place, after blowing their nose, coughing, sneezing, or using the bathroom.
- If soap and water are not readily available, use self-provided hand sanitizer that contains at least 60% alcohol.
- Avoid touching eyes, nose, and mouth with unwashed hands.
- Avoid physical contact (including hand shaking, hugging, sharing food or utensils) with persons outside your family.
- Members, guests, and employees should be encouraged to wear face masks when physical distancing is not possible.
- Members, guests, and employees experiencing any communicable illness should not be on club premises or attend club functions.
- Individuals attending the club who test positive with the coronavirus, should notify club leadership and those they may have contacted while at the club. LCYC leadership will inform club attendees of individuals that have tested positive for the coronavirus while at the club.

NOTE: New TRAILER SAFETY REVIEW & CHECKLIST

LAKE CANYON YACHT CLUB TRAILER SAFETY REVIEW & CHECKLIST

Properly sized and installed Ball, Hitch, Coupler and Safety Chains are required for launching and recovery.

It is the responsibility of the owner/vehicle operator to understand the loads and install the proper Hitch, Ball, Coupler and Safety Chains and ensure that his/her boat does not become detached from the vehicle.

Here are some points and considerations gathered from TAC 37. 21.5 (d) and SAE J684 sec 7. These are not all inclusive and your boat and trailer may require additional safety measures.

If you are unsure of your Trailer and Boat combined Gross Vehicle Weight (GVW) then you should determine that to ensure that your Hitch, Ball, Coupler and Safety Chains are sufficient.

The Trailer's Ball Coupler should be sized to the Ball being used and properly adjusted to minimize play and to prevent popping off. You should inspect the coupler and test it to ensure it is properly seated and attached. Use a Pin, Lock or Bolt to ensure that the Coupler locking lever is secured. Also ensure that the Ball is in good condition and properly bolted or attached to the Hitch. Ensure that the Vehicle Hitch Bolt and Locking Pin are secured.

Safety chains should be sized to fit the job. Each link/piece in the chain must have an ultimate strength of not less than the gross vehicle weight (GVW) of the items being towed. Over-rated chains are OK They should have no more slack than is necessary to permit the vehicle to turn properly and should be attached to the sides of the trailer tow bar, equal lengths on either side. The S hook style chains are not recommended although they might be sufficient for a light-weight trailer & boat. Gated Clevis Hooks with chains are preferred. The hooks should be clipped to the vehicle's frame, not the receiving hitch, in a crossed fashion (to act as a cradle for the tow bar in the event of accidental release). The hooks should be gated for a better connection. Avoid applications that alter the Hitch, Ball, Coupler, Chains and connections in any way. Welding, stretching links to accommodate bolts and twisting them to shorten the effective length reduces the overall chain strength. Safety Cables without additional Chains and Clevis Hooks are not recommended.

The following page is the trailer safety inspection checklist you will be asked to sign prior to launching your boat at the LCYC Ramp.

LAKE CANYON YACHT CLUB

TRAILER CONNECTION GENERAL CONDITION (circle one)

| | | |
|---|---|---|
| Surface rust | Y | N |
| Penetrating rust | Y | N |
| Are any chain links stretched | Y | N |
| Is chain welded or any links damaged | Y | N |
| Any signs of wear, stress or chain drag | Y | N |
| If S-hook, they are Gated | Y | N |
| Using Gated Clevis Hooks | Y | N |
| Equal distance on either side of tow bar | Y | N |
| Chains are Crossed (and not twisted) | Y | N |
| Securely attached to side or top of trailer | Y | N |
| Securely clipped to the vehicle frame | Y | N |
| Both trailer and boat are insured | Y | N |

Owner/vehicle operator has completed the above checklist and certifies that the proper Hitch, Ball, Coupler and Safety Chains and Hooks have been installed and inspected.

Owner/vehicle operator

Date

Signature

Printed