

ICLA Southern March 1-2, 2025
Organizing Authority: Lake Lanier Sailing Club, Flowery Branch, GA 30542

SAILING INSTRUCTIONS

(version V1)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. The notation '[DP]' in a rule means that the rule is subject to a discretionary penalty which can be less than disqualification.

1. RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS) 2025-2028*, prescriptions of United States Sailing Association (US Sailing), the rules of the International Laser Class Association (ILCAA), except as any of these are changed by the Notice of Race.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the NOR or SIs made on shore will be posted before 1100 on Saturday and 0830 on Sunday.
- 2.2 Oral changes to these SIs may be given on the water by hail from the RC Signal vessel in accordance with RRS 90.2(c). The RC Signal vessel will display code flag L with one sound and communicate the changes before the next warning signal.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the breezeway of the clubhouse.
- 3.2 On the water, the race committee (RC) intends to monitor and communicate over VHF 69

4. [DP] CODE OF CONDUCT

Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the Flag Pole located on the front lawn of the clubhouse.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

6. CLASS FLAGS

- 6.1 Class Flag will be described and posted on the Notice board at the Competitors meeting on Saturday morning at 11:00 a.m.

7. RACING AREA

Will be bay area located just west of the Lake Lanier Sailing Club on Lake Lanier.

8. COURSES

- 8.1 The course will be displayed by course letter and/or number on the course board on the signal boat.
- 8.2 The courses are described in SI Attachment 1.

9. MARKS

- 9.1 Marks 1, 2 and 3 will be green tetrahedrons. ILCA 4 Weathermark will be an orange tetrahedron.
- 9.2 Offset mark will be a small orange ball.
- 9.3 Change marks as provided for in RRS 33 will be yellow tetrahedrons.
- 9.4 The start mark will be an orange ball.
- 9.5 The finish mark will be an orange ball.

10. THE START

- 10.1 Races will be started using RRS 26.
- 10.2 The race Committee will make several sound signals shortly before any warning signal that is not at a scheduled time or is not preceded by the lowering of another signal.
- 10.3 Before the Warning Signal for the first race of each day, all competitors intending to race shall check in by sailing past the stern of the boat on starboard tack and hail their sail number. A boat that competes but fails to check in may at the discretion of the race committee receive a 20% scoring penalty. This modifies Rule 63.1 and A5.
- 10.4 The starting line is between staffs displaying orange flags on RC Signal Vessel and either an orange ball or a staff displaying an orange flag on a RC Boat at the port end of the line.
- 10.5 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 10.6 A boat that does not meet the definition of *start* within five (5) minutes after her starting signal will be scored Did Not Start without a hearing. This is added to RRS A5.1 and A5.2.

11. CHANGE OF COURSE

After the start a change of course will be signaled in accordance with RRS 33.

12. THE FINISH

12.1 The finishing line is between a staff displaying a blue flag on the RC Signal Boat and the orange finishing ball.

13. PENALTY SYSTEM

13.1 RRS Appendix V shall apply.

14. TIME LIMITS

- 14.1 A boat that does not meet the definition of *start* within five (5) minutes after her starting signal will be scored Did Not Start without a hearing. This is added to RRS A5.1 and A5.2.
- 14.2 The time limit will be 90 minutes for the first boat to finish.
- 14.3 The finishing window is 15minutes 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 shall be scored points for the finishing place two more than the points scored by the last boat that finished within the finishing window but not worse than DNF. This is added to RRS 35, A5.1, A5.2 and A10.

16 HEARING REQUESTS

- 16.1 Protest forms will be available at the Clubhouse near the white board.
- 16.2 The protest time limit is 30 minutes after the RC Signal vessel docks or the RC signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 16.3 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.

17. SCORING

- 17.1 The low point scoring system (rule A2) will apply; except that each boat's worst score will be discarded only if five or more races are completed. Otherwise there will be no throw-outs. This changes rule A2.
- 17.2 One race is required to be completed to constitute a series.

18. [DP] [NP] SAFETY REGULATIONS

- 18.1 A boat that retires from a race shall notify a Race Official at the first reasonable opportunity. A boat that withdraws from a race or does not intend to start a scheduled race shall inform a Race Official as soon as possible.
- 18.2 Any official or support vessel may assist any competitors in the case of an emergency.[DP] [NP]
SUPPORT TEAMS
- 18.3 [DP] [NP] Coach vessels shall remain a minimum of 100 yards from the course area except when asked to assist by a race official. All coach and support vessels are required to monitor the course

channel on a VHF radio and be ready to assist with safety when requested.

19. TRASH DISPOSAL

Trash and empty water bottles may be placed aboard support or race official vessels.

20. 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.**

21. FURTHER INFORMATION

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SI Attachment #1

Additional Course Diagrams:

COURSES	Mark Rounding Order
W1	1 – 1o – 3 - Finish
W2	1 – 1o – 3 – 1 – 1o – 3 - Finish
W3	1 – 1o – 3 – 1 – 1o – 3 – 1o – 3 - Finish
TWL	1 – 2 – 3 – 1 – 3 - Finish
TWL2	1 – 2 – 3 – 1 – 3 - 1 – 3 - Finish
T1	1 – 2 – 3 - Finish
T2	1 – 2 - 3 – 1 – 2 – 3 - Finish

