



Carter Lake Sailing Club

Carter Lake Open Regatta 2025

June 7 - 8, 2025

Sailing Instructions

The notation [DP] in a rule in the Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

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 5.2 changes RRS Race Signal AP
 - SI 11.3 changes RRS A5.1 and A5.2
 - SI 12.1 changes RRS 33 (a) (1) & (2) and 33(b)
 - 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 Competitor's 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 at www.sailcarter.org and the front window of the CLSC clubhouse.
- 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 7th, 2025**
- 10:00AM Skippers Meeting at CLSC Clubhouse
- 11:30AM – Warning Signal for first Race, subsequent signals and races to follow
- **Sunday, June 8th, 2025**
- 10:00AM – Warning Signal for first Race, subsequent signals and races to follow

6.2 As many races as practical will be run each day. 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 7th or after 14:30 on Sunday June 8th.

7. CLASSES:

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

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

7.3. Handicap fleets may be split into multiple classes. Four 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 shall 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.

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.

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. 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).

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. It's approximate location will be announced at the Competitor's Meeting.
- 13.3. The Finish line shall be between the staff of a blue flag on a Signal Boat and an orange pin.
- 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: Appendix V shall be in effect.

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 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 will be used as modified:
 - DNF, TLE, RET, DSC = 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 2
- 17.2. Appendix A is modified such that, after 6 races have been completed, each competitor's single worst score will be thrown out. A DSQ or DNE is not eligible to be thrown out. 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.

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.**

Attachment A: Reference Map of Carter Lake

