

International Lightning Class (ILCA)

Midwest District Championship Regatta

Sat. July 8 – Sun. 9, 2023

South Shore Yacht Club ILCA Fleet 79
Milwaukee, WI

SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

1 RULES

- 1.1 The Midwest District Championship Regatta is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 Participants must be members of the ILCA. See NoR Eligibility.
- 1.3 The ILCA changes RRS Propulsion 42.3(c) as follows: Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in the sheet on any sail to initiate surfing or planing, but not the guy controlling any sail, but each sail may be pulled in only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the SSYC derrick house on the board under the tent and online at the SSYC website: [Lightning Docs & Results \(ssyc.org\)](http://ssyc.org).
- 3.2 The race desk is located at the SSYC clubhouse in the lounge.
- 3.3 On the water, the race committee intends to monitor and communicate with competitors via VHF radio channel 78. Hand-held VHF radios are permitted for communication from the race committee to competitors.
- 3.4 [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at SSYC on the flag mast.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

5 SCHEDULE OF RACES

5.1 The dates, the number of races, and the scheduled warning signal for first race each day:

<u>Date</u>	<u>Max Races</u>	<u>1st Warning</u>	<u>1st Warning Limit</u>	<u>Last Warning Limit</u>
Sat. July 8	4	1055 CDT	1400 CDT	1630 CDT
Sun. July 9	3	0955 CDT	1300 CDT	1300 CDT

5.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with multiple sounds approximately 1 minute before a warning signal is made.

5.3 Flag A displayed while boats are finishing means “There will be no more races today.”

6 CLASS FLAG

The class flag will be the Lightning Class flag.

7 RACING AREA

7.1 The racing area will be on the waters of Lake Michigan east of SSYC with specific area to be determined by the race committee boat displaying Race Signal L, ‘Come within hail or follow this vessel.’

8 COURSES

8.1 The diagram in SI Addendum A shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2 No later than the warning signal, the race committee signal vessel will display the course number and approximate compass bearing of the first leg.

9 MARKS

9.1 The start/finish mark and the windward mark will be a yellow or orange inflatable buoy.

9.2 New marks, as provided in SI CHANGE OF THE NEXT LEG OF THE COURSE, are a yellow or orange inflatable buoy with the mark set vessel nearby.

10 THE START

10.1 The starting line is between a halyard or staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

10.2 If any part of a boat’s hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number by radio or hailer. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

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

11 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark or will lay a new mark to a new position (or move the finishing line) and remove the original mark as soon as practicable.

12 THE FINISH

- 12.1** The finishing line is between a staff or halyard displaying a blue flag on the race committee finishing vessel at one end, port for downwind, starboard for upwind, and the course side of finishing mark on the other end.
- 12.2** To reduce delay of finishing all boats, and in the judgement of the race committee any boat(s) racing will not place higher than their current position on the course, the race committee may record their finish place as that relative position. The boat(s) is(are) not required to “Finish.” The race committee will attempt to notify the boat(s) involved by hail or by radio to proceed to the start area. This changes rule 35.

13 PENALTY SYSTEM

If a boat has her spinnaker drawing then RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty, except a boat she shall drop her spinnaker completely below the gooseneck while taking her penalty, then resets it and has it drawing after the penalty. This changes RRS 44.1 and 44.2.

14 TIME LIMITS

- 14.1** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below:

Mark 1 Time Limit	Race Time Limit	Finishing Window
45 min.	1.5 hrs.	15 min.

- 14.2** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 14.3** 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. A boat scored TLE due to Finishing Window shall be scored points for the finishing place two more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

15 HEARING REQUESTS

- 15.1** The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee docks, whichever is later. The time will be posted on the official notice board.
- 15.2** Hearing request forms are available from the race desk at the SSYC clubhouse, in the lounge.
- 15.3** 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. Hearings will be held in the protest room, located at SSYC on the second floor, beginning at the time posted.

16 SCORING

- 16.1** One (1) race is required to be completed to constitute a regatta.
- 16.2** When fewer than six (6) races have been completed, a boat’s series score is the total of her race scores.
- 16.3** Rule A5.3 applies.

17 SAFETY REGULATIONS

[DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

18 PRIZES

Prizes will be given for 1st, 2nd, and 3rd place in the regatta.

19 RISK STATEMENT

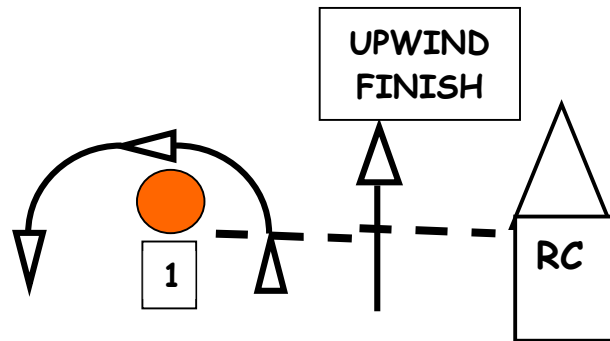
RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough 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.**

20 INSURANCE

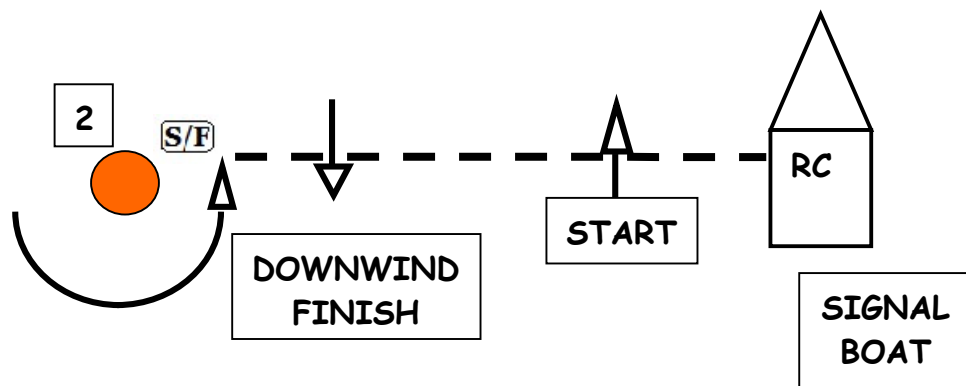
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$100,000 per incident or the equivalent.

SI ADDENDUM A

Course Diagram



NOT TO SCALE



COURSE 2: START - 1 - FINISH (downwind)

COURSE 3: START - 1 - 2 - FINISH (upwind)

COURSE 4: START - 1 - 2 - 1 - FINISH (downwind)

NOTE: MARK COLORS AND SHAPES ARE SCHEMATIC ONLY.