

# Lake Sunapee Cruising Fleet

*End to End Race*

**Saturday, August 10, 2024**

## **Notice of Race / Sailing Instructions**

**Rev 1 - 05/27/24 bc gm**

### **1. MANAGEMENT**

- 1.1. The *End to End Race* will be conducted by the Lake Sunapee Cruising Fleet (LSCF) Race Committee (RC).

### **2. RULES**

- 2.1. The race will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024* (RRS) and these Sailing Instructions (SIs).
- 2.2. All applicable governmental regulations regarding health, safety and infectious disease control shall be strictly followed by all competitors, specifically including any crew limits and requirements for personal protective equipment (PPE).

### **3. ELIGIBILITY**

- 3.1. The event is open to boat skippers who are members of the Lake Sunapee Cruising Fleet.
- 3.2. Boats which use a spinnaker during the race must declare this to Fleet Scoring by email (to: [cal24@comcast.net](mailto:cal24@comcast.net)) at the end of the race (honor system) along with other details emailed per paragraph 14.2. Note: ( *Sonars being scored by place do not need to advise spinnaker status.* )

### **4. SCHEDULE**

- 4.1. The regatta format will be a single race.
- 4.2. Reference the published LSCF race schedule for any change to the date of the race.
- 4.3. The scheduled time of the warning signal is 1255 hours.

### **5. CLASSES**

- 5.1. Boats will be divided into classes based on handicap and at the discretion of the Race Committee based upon the number and type of boats participating in the race. Div 2 Keel and centerboard boats will race together in one class under PHRF ToD (Time on Distance). This is to facilitate the option in this race only, to use a spinnaker by the division 2 boats that have spinnakers in their inventory.
- 5.2. All classes will start as a single fleet.

### **6. COMMUNICATION WITH COMPETITORS**

- 6.1. All boats shall carry a working marine band VHF radio capable of receiving and transmitting on USA marine VHF channels 9, 16, and 72.
- 6.2. The Race Committee will monitor and communicate with competitors on VHF radio channel 72.
- 6.3. While racing, 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.

## 7. NOTICES TO COMPETITORS

- 7.1. Notices to registered competitors will be transmitted by email 3 days prior to becoming effective.

## 8. CHANGES TO SAILING INSTRUCTIONS

- 8.1. Changes to the sailing instructions will be communicated via email before 0900 on the day of the race.
- 8.2. Any additional change to the sailing instructions or other notices to competitors will be read aloud over VHF at 1230 on the day of the race.

## 9. RACING AREA

- 9.1. The racing area is the majority of Lake Sunapee between Dunning Point/Tilson Point in the north and Bay Point in the south including the passages between and around the islands (Great Island and Little Island).
- 9.2. The start and finish line will be east of Loon Island Lighthouse in the vicinity of the White Beacon #5 located east of South Loon Island.

## 10. THE COURSE

- 10.1. The course is referred to as the “End to End” Race.
- 10.2. The course is point-to-point legs with a total distance of between 7.5-8 nautical miles.
- 10.3. Refer to *Illustration A* for a simplified chart of the race course. A Navigation Chart of Lake Sunapee is available from the [Lake Sunapee Protective Association \(LSPA\)](#).

### Notes:

- There is no prescribed route to navigate from north to south of the islands or from south to north.
- There is no requirement to use the same route on both legs of the islands passage.
- The Latitude/Longitude values of the government marks listed below are approximate. It is the skipper’s responsibility for the safe navigation of their vessel regardless of the given GPS positions.

- 10.4. The course is as follows:

1. From the starting line in the vicinity of the White Beacon #5.
2. Southerly around or between the islands to the Government Marks marking the reef northeast of Bay Point (White Beacon #9):  
W/R [43° 21.00’ N, 072° 03.31’ W] then W/B [43° 21.02’ N, 072° 03.34’ W]
3. Northerly around or between the islands to the Government Marks marking the reef east of Dunning Point/Tilson Point:  
W/B [43° 24.63’ N, 072° 02.86’ W] then W/R [43° 24.65’ N, 072° 02.92’ W]
4. Southerly to the finish line (starting line) in the vicinity of the White Beacon #5.

- 10.5. The course will NOT be shortened. This changes RRS 32 and race signal “Shorten Course” (flag-S).
- 10.6. Legs of the course will NOT be changed. This changes RRS 33.

## 11. MARKS

- 11.1. The Starting and Finishing marks will be orange marks.
- 11.2. All turning marks are Government Marks – White Spar with Red Top (W/R); White Spar with Black Top (W/B).
- 11.3. All turning marks are to be left to PORT.

## 12. THE START

- 12.1. All boats shall check in with the Race Committee via VHF (channel 72) or voice prior to the Warning Signal.
- 12.2. COMPETITORS MUST record their **elapsed** time for the race via stopwatch or other timer.
- 12.3. The starting line will be between the two orange marks in the vicinity of the White Beacon #5 located east of South Loon Island.
- 12.4. Postponement (flag-AP), Individual Recall (flag-X), General Recall (1<sup>st</sup> Sub) and Abandonment (flag-N) will be announced over VHF radio without flags. This changes RRS 27.3, 29.1, and 29.2.
- 12.5. No class flag will be used for the race start. All boats in all classes will start together as a single fleet.
- 12.6. The race will be started in accordance with RRS 26, using only sound signals and VHF announcements indicating Warning, Preparatory, and Start sequences. Visual signals will not be used. Failure to display signal flags will not be grounds for redress. This changes RRS 25.2 and 26.
- 12.7. The '1' flag rule (RRS 30.1) is in effect.
- 12.8. The start sequence will be as follows (RRS 26):

<b>Signal</b>	<b>Sound</b>	<b>Time Before Start</b>
Attention	Series of short sounds	1 minute before the warning
Warning	1 long	5 minutes
Preparatory	1 long	4 minutes
One Minute	1 long	1 minute
Starting	1 long	0

## 13. RECALLS

- 13.1. Individual Recall – If any part of a boat's hull is on the course side of the starting line at her starting signal or she must comply with RRS 30.1 and she is identified, the Race Committee will attempt to hail over VHF her sail number. No flag will be used. This changes RRS 29.1. It is the responsibility of each boat to make a proper start. 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).
- 13.2. General Recall – The Race Committee may signal a general recall by multiple sounds and the hail of "general recall" and need not display the First Substitute. Following a general recall, the warning for any subsequent start may be initiated at any time. This changes RRS 29.2.

## 14. THE FINISH

- 14.1. The finishing line will be between the two orange marks used for the starting line. The ORANGE mark replaces the BLUE (*finish*) flag in the RRS 2021-2024 (*Other Signals*).
- 14.2. If the Race Committee is absent when a boat finishes, she shall report her **elapsed** time, her position in relation to nearby boats, and whether a spinnaker was used at any time via email to Fleet Scoring: [cal24@comcast.net](mailto:cal24@comcast.net) at the first reasonable opportunity.

## 15. TIME LIMIT

- 15.1. If no boats have rounded the government marks marking the reef northeast of Bay Point (white Beacon #9) in one hour after the start **or** if no boats have crossed the finish line two and a half hours after the start the race committee will abandon the race. Competitors will notify competitors by radio if benchmarks are not met.

## 16. PENALTY SYSTEM

- 16.1. RRS 44.1, the One and Two-Turn Penalty will be in effect and is encouraged.

16.2. The Scoring Penalty, RRS 44.3, will not apply.

## **17. PROTEST**

- 17.1. During the race skippers are expected to follow the rules and should talk about who has rights on the water before rules are broken (experienced skippers should help less experienced skippers to understand the rules). A skipper who commits a foul should immediately do the appropriate penalty turns to be exonerated before continuing to race.
- 17.2. If rules are broken, protest hails should occur immediately after the infraction occurs and a protest flag shall be displayed at the first reasonable opportunity and remain displayed until the boat is no longer racing.
- 17.3. If the skippers involved do not agree on the infraction, an official protest should be lodged in accordance with RRS, Part 5. Protests shall be in writing (simple written protest statement explaining the reason for protesting) and should be submitted to the Rules Committee, email (to: [bcdoyl16@gmail.com](mailto:bcdoyl16@gmail.com)) as soon as practical after the race and no later than 1 day after the race. Immediately after the race, notify the Rules Committee by email (to: [bcdoyl16@gmail.com](mailto:bcdoyl16@gmail.com)) that a protest is being prepared. Also let Fleet Scoring by email ( to: [cal24@comcast.net](mailto:cal24@comcast.net) ) know that you will be filing a protest when you report your finish time so that this information is included with the race results.

## **18. SCORING**

- 18.1. One completed race will constitute a regatta.
- 18.2. At least two boats must start in each class for the race to be scored for that class. This changes RRS 90.3(a).
- 18.3. Competitors MUST record their **elapsed** time for the race and report same to the Fleet Scoring via email in order to be scored (see paragraph 14.2).
- 18.4. Div 1 – Sonars will be scored by place. If Div 1 is mixed fleet they will be scored with PHRF ToD (time on distance). Div 2 centerboards and keel boats will be scored together using PHRF ToD (time on distance).

## **19. PRIZES**

- 19.1. Prizes will be awarded to the top 3 finishers of each class.

## **20. SAFETY REGULATIONS**

- 20.1. It is the responsibility of skippers and crews in all classes to wear U.S. Coast Guard approved personal flotation devices (PFDs) whenever conditions warrant.
- 20.2. All Government Marks and Navigation Aids within the racing area must be observed.
- 20.3. A boat that retires from the race shall notify the Race Committee at the first reasonable opportunity after returning to shore.

## **21. RESPONSIBILITY**

- 21.1. The decision of whether to race, or continue to race in adverse weather conditions or with faulty equipment, or to wear personal flotation devices, lies with the skipper of each yacht. The Lake Sunapee Cruising Fleet is not responsible for accidents or injuries to yachts or persons suffered in any way from any cause during or related to racing. It is suggested that each skipper discuss his/her liability with their respective legal counsel and their insurance professional.

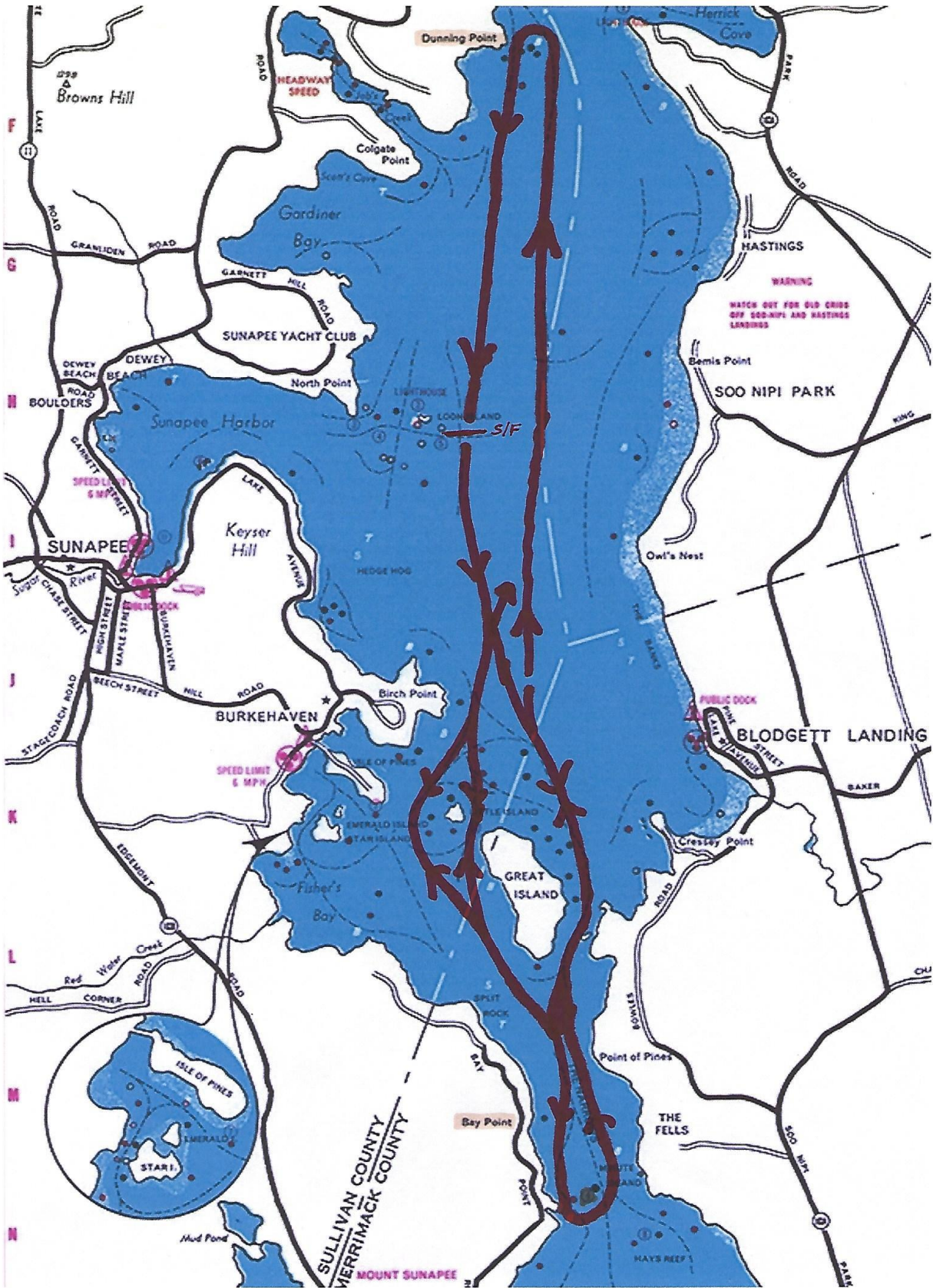
## 22. RISK STATEMENT

- 22.1. 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.**

## 23. INSURANCE

- 23.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

# Illustration A – Race Course



## Illustration A – Race Course

*Not to be used for navigation*