

# Lake Lanier Sailing Club

## Senior Race Committee Race Operations Manual 2024 - 2025

**EFFECTIVE 15 MARCH 2024**

REPLACES ISSUE OF: 01 JANUARY 2023

Contains updated Emergency Contact Information; **Notice of Race (NoR), Sailing Instructions (Sis), Triple Crown Events Definition and Description**, Course Information, Local Area Racing Chart.



**IMMEDIATE EMERGENCY CONTACT INFORMATION**

**Hall County Emergency 9-1-1  
Hall County Uniformed Patrol 770-531-6881  
Poison Control 800-222-1222**

**LLSC Pavillion - 678-828-9131**

**LAKE LANIER SAILING CLUB  
6206 Commodore Drive, Flowery Branch, GA 30542**

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With a "Thank You" to the Senior Race Committee, the former Race Committee Chairpersons, and others who assisted in the original and ongoing production of this manual.

# Emergency Response Card

Lake Lanier Sailing Club  
6202 Commodore Drive, Flowery Branch, GA 30542

## EMERGENCY OR LIFE THREATENING INJURY - STEPS

1. **ASSESS** - Render Assistance & Evaluate Situation
2. **COMMUNICATE** - Call for Help and Emergency Medical Attention
  - a. Call 9-1-1 for dispatch, Hall County Sheriff / Fire & Rescue (DNR)
  - b. VHF Channel 16 for assistance from other boats in the vicinity
3. **RESPOND** - Take appropriate emergency rescue action(s)
  - a. Administer first aid
  - b. Notify shore of arrival location and estimated arrival time
4. **COORDINATE** recovery activities and communication
  - a. Send someone to meet / direct emergency vehicles
5. **RETURN** - Injured persons to designated landside point
  - a. If applicable, report back to Signal boat

## BE PREPARED TO TELL 9-1-1

- CURRENT LOCATION
- YOUR NAME & CALL BACK NUMBER
- DESCRIPTION OF INJURY AND BOATS
- WHERE YOU PLAN TO BRING THE PERSON ASHORE
- AGE / GENDER / NUMBER OF PEOPLE INJURED
- TYPE INJURY AND SITUATION
- YOUR GATE CODE (IF THEY ASK)

Description	Address	Telephone	Latitude	Longitude
LLSC Clubhouse	6206 Commodore Dr	678-828-9131	34° 13' 05" N	83° 57' 07" W
LLSC Beach	6206 Commodore Dr	678-828-9131	34° 13' 09" N	83° 57' 08" W
<b>AED DEVICE</b>	<b>Clubhouse - Side Entry - Far Wall</b>	<b>As above</b>	<b>34° 13' 15" N</b>	<b>83° 57' 8" W</b>
LLSC A Ramp	6206 Commodore Dr	678-828-9131	34° 13' 05" N	83° 56' 59" W
LLSC B Ramp	6206 Commodore Dr	678-828-9131	34° 13' 07" N	83° 56' 58" W
Old Federal Campground	6219 Old Federal Rd	770-967-6757	34° 13' 08" N	83° 57' 34" W

## EQUIPMENT

1. LLSC Big Barge and 3 Rescue Boats RC1, RC2 and RC 3
  - a. Keys located in the RC Shack immediately to the right and above the door
  - b. Keys should be hung on the pegs and labeled accordingly
2. **Marks:**
  - a. Assorted markers are located in the RC Shack.
  - b. Associated mushroom anchors and line - located in the Dock Box.
  - c. Ensure the proper amount of line & anchors go into each of the RC boats with the marks.
3. **Results & Scoring:**
  - a. Scoring sheets are located in the RC Shack and on the RC Barge under the navigation station in a plastic bin. if race forms are not available use plain paper.
  - b. Send scores to the Fleet Captain and the Vice Commodore
  - c. Pens and pencils are available in the desk.
4. **White Boards** with markers and eraser for writing courses and starting sequences are located in the Barge at the Navigation station in a plastic box. A sample of how the course and class flags should be listed are shown below.

(White Board #1) CLASS & COURSE DESIGNATION
_____ Flying Scots - W-L x 2 MC - W-L x 2 Laser - W-L x 1

(White Board #2) CLASS FLAG DESIGNATION
_____ Flying Scots - FS Flag MC - MC Flag Laser - Laser Flag

5. **Flags:** see page 6 for a list of essential signal flags. For class flags in starting, use either solid flags or class fleet logo flags (if available). Do not to use solid color flags that normally have another meaning (red, green, orange, blue black etc.) for class flags. Flag "sets" for each RC boat are stored on the boat. Flag sets for 2 Mark Boats are stored in the RC Shack. There is a sub-set of flags (Red stripes) located in the Clubhouse for finishes and signals made ashore at the flagpole.
6. **Sound signaling devices.** There is an **IStart** unit, used for starting sequences, hard wired into the Barge. For **5-minute** RRS Rule 26 starts use program **MODE 50** and, for **3-minute** starts use program **MODE 32**.
7. **Wind indicator** is in front of the forward desk and a "tell-tail" wind indicator is located on the starboard side of the Barge just to the right of the forward desk.
8. A **large digital clock** is located in the forward desk and another is located in the RC Shack. The clock can be mounted on the plexiglass shield (with Velcro strips) in front and above the forward desk and can be used for Portsmouth starts and for scoring other events.

9. A **compass** is mounted at the Navigation station and there is a compass/wind indicator at the forward station.
10. **VHF radios** should be set to and use channel 69 on the Barge and RC 1, 2 and 3.
11. **Standard boating equipment** should be on each boat
  - Lifejackets (1 per person)    Fire extinguisher
  - Registration                      First Aid Kit

*(Drivers License is required if operating a motor boat in case of DNR safety check or "pull-over")*










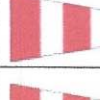
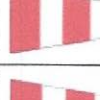
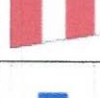
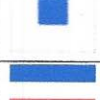
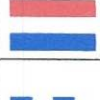


Important safety rule (RRS 37) and Flag usage for race committee




**“V” FLAG**











**RRS 37 - SEARCH AND RESCUE (SAR)**

When the race committee displays Flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communications channel for search and rescue instructions.

BASIC FLAGS FOR LLSC FLEET RACING		
Flag	Sound Signal	Meaning
 Race Committee		Race Committee Boat (Barge)
 L Flag	1 SHORT When Up	Come within Hail or Follow this boat
 Y Flag	1 SHORT When Up	All competitors must wear personnel buoyancy (PFD)
 Orange - Starting Flag	No sound	Starting Line sight on RC Signal Boat
 Finish Flag	No sound	Finish Line sight on RC Signal Boat
 Prep Flag	1 SHORT When Up 1 LONG When Down	Prep Signal Down is one long signal
 "I" Flag	1 SHORT When Up 1 LONG When Down	Prep signal Rule 30.2 "Around the ends" is in effect for this start. Down is one long signal
 X Flag	1 SHORT When Up Down when boats clear*	Individual Recall
 First Substitute	2 SHORT When Up 1 SHORT When Down	General Recall
 AP	2 SHORT When Up 1 SHORT When Down	All races <b>not started</b> are postponed
 AP over A	2 SHORT When Up	All races <b>not started</b> are postponed. No more racing today
 AP over H	2 SHORT When Up	All races <b>not started</b> are postponed. Further signals made ashore.
 S Flag	2 SHORT When Up	<b>Finish between the nearby mark and the staff displaying this flag. Place on R I, II, or III</b>
 C Flag	REPETITIVELY	The position of the next mark has been changed. <b>Place on RC I, II or III.</b>
 N Flag	3 SHORT When Up	All races that have started are abandoned. Return to the starting area. The warning or other signal will be made after removal.
 N Over A	3 SHORT When Up	All races are abandoned. No more racing today.

**NOTE:** "X" flag comes down after the boat has cleared the line or after 4 minutes if they don't clear

RRS 26 STARTING SEQUENCE WITHOUT STARTING PENALTIES		
Warning - 5 Minutes	1 SHORT When Up	CLASS FLAG
Prep Flag - 4 Minutes	1 SHORT When Up	 Prep Flag
1 Minute - 1 Minute	1 LONG When Down	 Prep Flag
Start - 0 Minutes	1 SHORT When Down	CLASS FLAG

RRS 26 STARTING SEQUENCE WITH STARTING PENALTIES						
Warning - 5 Minutes	1 SHORT When Up	CLASS FLAG				
Prep Flag - 4 Minutes	1 SHORT When Up	 Prep Flag	 and / or			
1 Minute - 1 Minute	1 LONG When Down	 Prep Flag	 and / or			
Start - 0 Minutes	1 SHORT When Down	CLASS FLAG				

## **RESULTS DOCUMENTATION AND SUBMISSION**

### **A. One Design Scores:**

- a. Using the scoring system outline in Section 12 of the SSI a low point scoring system will be used.
- b. Please clearly write the sail # of each boat with the finish for each race.
- c. **Must have 3 boats** for a fleet to qualify for a separate start
- d. **Make sure you record the actual START time of every race**

### **B. Portsmouth Scores:**

- a. The Portsmouth racing program allows all kinds of similar boats to race together under a time adjusted handicap scoring system. Just about any small boat (centerboard or keel).
  - i. For example: when not enough Thistles, Lasers or MCs show up to qualify for "fleet status" the day of the races the could race Portsmouth.
  - ii. For scoring a Portsmouth fleet you must keep TIME for each boat
  - iii. Record wind velocity for each race.
  - iv. These times get recorded next to each sail # & boat type on the score sheets.
  - v. There must be 3 boats for a fleet to qualify for a separate start
  - vi. **Make sure you record the actual START & FINISH time of each race in day time (hrs:mins:seconds).**
  - vii. **Make sure you record the actual FINISH time of each boat in time of day (hrs:mins:sec).**

See page 20 map for the Lake Lanier Sailing Club local racing area and page 21 for Lake Lanier measured distances between various markers. Also note, there is a map and distance markers shown on the Club's website. These references are not to scale. The listed buoys (marks) are Government and Club marks and the measurement is as accurate as possible.



## **RACE COMMITTEE “GOOD PRACTICE” GUIDELINES**

An assortment of short thoughts that should help both the Barge Captain (default PRO-of-the-day) and all of the RC crew to run the event well. These reference points are divided into 3 sorts of general groups: Before, During and After the race.

### **BEFORE RACING**

- **Everyone:** Keep your head “In the Game”. Your fleet racing RC duty is just a few hours on one afternoon a year. Do for others (the racers and your fellow crew) what you would have them do for you.
- The Barge Captain (or “BC”) is generally expected to function as the Principal Race Officer - the Person-in-Charge in short terms. That doesn’t require a specific job on the water (like calling the line) but it does mean “Leader”.
- The BC should be the first RC member on-scene. Get there early, provide leadership by gentle direction, and be the driving force to keep the RC on-task.
- Barge Captain: get a sign-up form set up for that day. Use Exhibit “B” as a guide on whatever paper you have available for the form.
  - Information to collect: Skipper name, boat type (fleet) and mainsail number. Make sure to use the hull number *if available* as the sails sometimes do not match. This information will be used to aid in scoring, to check-in racers on the water and to help ensure everybody gets back home.
  - Find the fleet representative to be the primary contact for the day.
- Other members of the RC will have duties as assigned by the PRO (BC). Generally, there will be 7 people and this should break out as a driver and crew for each of 2 mark boats, leaving a total of 3 people on the barge (or “signal boat”). Extra helpers are always welcome, and typically would be put to work on the Barge.
- RC Team huddle Crew Positions and designations:
  - List crew positions for RC volunteers and provide a list of responsibilities.
    - Describe where you intend to set up
    - Generally, instruct where you want to rescue (mark) boats positioned
  - Evaluate conditions, and form a plan accordingly. Nothing fancy, but look at: What’s the wind doing? What’s the sky doing? What do the racers want?
- Equipment Check and Prep guidelines:
  - Pre-inflate marks and carry one extra as a spare to be carried aboard the Barge during the race.
  - Make sure the rescue (Mark) boats have appropriate anchors and rode to set marks on their boats. If there are white caps, have a minimum of two anchors per mark. The more the better and extra rode as well.
  - Ensure all safety equipment is on board each boat and RC equipment needed as noted in the RC manual.
- At about an hour before the racing is scheduled to start, get to the course you intend to set up. If practicable, let a trailing mark boat bring the signup sheet for latecomers to the barge.

## **DURING RACING**

### ▪ **Barge Set up:**

- Good anchoring is essential. With “big wind” double anchors are required. Think ahead a bit - if everybody on the barge is “of a certain age”, consider recruiting an “anchor yanker” strong young soul (maybe from the fleet) to assist when departure comes up.
- Set up where expected shifts won’t mean that you need to move the barge.

### ▪ **Race distances:**

- Races should be between 30 minutes to 60 minutes long. After the first race check with a fleet rep on the water, for each fleet, if they thought the line, course and length was appropriate. Make changes accordingly.
- Generally speaking place these boats in the same speed categories:
  - Sail to a distance mark: Auxiliary Fleet, J22, J24, Melges 24, Lightnings (over 8 kts), Multi-hull and Thistles
  - Sail to a short weather mark: C22, Junior Fleet, Laser Fleet, Lightning (under 8 kts), MC, Flying Scots, Portsmouth, Sailboard

### ▪ **Course & Flag Boards:**

- Courses and Class Flags must be displayed well before the starting sequence begins.

### ▪ **Marks:**

- Don’t forget the only mark that needs to be in the water prior to the beginning of the starting sequence is the starting pin and anchored signal boat. Recommend setting the start pin, leeward mark, start the sequence and then set the weather mark.
- Suggested mark set sequence 2: Barge, WX (WD), Start pin, L, Finish pin.

### ▪ **Strive for:**

- On-time Start
- Be prompt, yet compassionate to the competitors. Remember this is not the final race day of the Americas Cup, however, RC quality is the most important factor.
- Strive for a square line and fair course. The best results are boats equally spread across the starting line and a split fleet, (half the boats left and half the boats right of the rhumbline) on the upwind legs.
- If the above is not the case, adjust your course set up.
- The “AP” Postponement flag is your best friend - don’t be afraid to use it if things go sideways. REALLY!

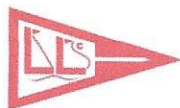
### ▪ **Finishing**

- Short whistle tweet is maybe OK, not too long or loud as you might be starting another fleet.
- Take care when doing simultaneous starts and finishes. The course layouts are generally designed to allow (and even encourage) this, but situational awareness is the key to doing it successfully.
- Recording finishes: always just record all boats in the order of finish. Sort ‘em, out later.
- Record times at finishes (that means also always record start times for each class). That way, Portsmouth can always be done and it’s never wrong to keep this information.
- If the Aux fleet comes out to play, you’ll also need course lengths, but (1) it’s not really likely they’ll show, and (2) someone in that fleet ALMOST always has a GPS to get course lengths. Just don’t forget to record them.

## **AFTER RACING**

- Make sure EVERYBODY is back or accounted-for.
- Please send the names of all participants on your RC to the Chairman of the Race Committee and the Vice Commodore.
- Pay attention to the need for a Protest time interval. ALWAYS note and post RC docking time. Please.
  - Handle protests as needed. If you need advice or guidance, call the Race Committee Chair or Vice Commodore or any of the judges.
- **Score sheets:**  
**All scores for each fleet should be recorded either on the forms provided or on plain paper. A copy of original forms, in readable format, should be emailed to:**
  - **The Fleet Captain (of the fleet scored)**
  - **The Vice Commodore**
  - **A hard copy of the score sheets should also be filed in the RC Binder located in the Race Committee Shack.**
  - .
- **Gear Clean Up:**
  - Put away the boats and gear - neat, clean, seamanlike - hang deflated marks properly (**by the rings**).
  - **IMPORTANT:** Return flags to their appropriate locations, RC flag hut (blue and yellow staffs), Jr. RC Barge (green staff), or Pavillion (red stripes on staffs). Do not leave flags on any of the mark boats (RC I, II, or III). Flags for the RC Barge should be stowed properly in the Flag case in front of the navigation station. There are 3 distinct areas in the case: the right side is for Class Flags, the middle for alphabet flags and other race signal flags (such as "AP" and "GR") and the left section for numeric flags.
  - Gear problems: email or call the Quartermaster and Vice Commodore to notify if there are any problems.
  - Also record these problems or missing gear in the book in the RC Shack.
  - Return all equipment and boats in the same or better condition in which you found them.

**DON'T FORGET TO SAY "THANKS!"  
THANK YOU RC VOLUNTEERS, THANK YOU, SAILORS!  
and GET HOME SAFELY!**



## Lake Lanier Sailing Club

2024-2025 Fleet Races and Triple Crown Events

### Notice of Race (NoR)

(Adapted to US Sailing Rules 2021 - 2024)

#### 1. RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.5 The following U.S. Sailing prescriptions do not apply: RRS 60, RRS 63.2, RRS 63.4

#### 2. SAILING INSTRUCTIONS

- 2.1 The Sailing instructions will be available on the Lake Lanier Sailing Club website at <https://www.llsc.com>

#### 3. ELIGIBILITY AND ENTRY

- 3.1 Events are open to all boats whose skippers are members in good standing of Lake Lanier Sailing Club.
- 3.2 Events are open to all member boats with valid PHRF certificate or members of a current LLSC one design fleet.
- 3.3 The PHRF rating system applies to boats not racing in a current LLSC one-design fleet. Boats who are members of a current LLSC one-design fleet that cannot start a minimum of 3 boats in that fleet will be started and scored with the appropriate PHRF fleet for club regattas.
- 3.4 Classes are defined as any fleet that is currently listed on the LLSC website.
- 3.5 Eligible boats may enter a fleet race merely by showing up on a given fleet race day.

#### 4. FEES

There are no fees for fleet racing.

#### 5. SCHEDULE

- 5.1 The schedule for all fleet races and club regattas is posted on the LLSC website at <https://www.llsc.com>
- 5.2 Triple Crown Events shall be scheduled as two (2) day events.

#### 6. COURSES

The courses to be sailed are listed in the sailing instructions.

#### 7. MARKS

Marks are either temporary drop marks such as tetrahedrons and balls or permanent lake marks.

#### 8. SCORING

- 8.1 The scoring system for all racing is A4. The number of Throw-outs, if any, will be determined by each fleet.

**9. RISK STATEMENT**

RRS 3 states: 'The responsibility for a boat's decision to participate in a race of 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.

**10. PRIZES**

Prizes are awarded annually at the awards banquet.

**11. FURTHER INFORMATION**

For further information please contact the club at: <https://www.llsc.com/contact>

###



## **Lake Lanier Sailing Club**

2024 - 2025 Fleet Races & Triple Crown Events

### **Sailing Instructions (Sis)**

(Adapted to US Sailing Rules 2021 - 2024)

#### **1. RULES**

**1.1** The events are governed by the rules as defined in The Racing Rules of Sailing 2021 - 2024.

#### **2. CHANGES TO SAILING INSTRUCTIONS**

**2.1** The latest version of the sailing instructions will be posted on the Club's website. Changes to sailing instructions that would affect the racing for a given scheduled fleet race day shall be posted no later than one-hour prior to the scheduled start time of the first race of that day on the official bulletin board in the LLSC Pavillion.

**2.2** Oral changes to sailing instructions may not be made on the water. Changes that have been appropriately made in writing and properly posted may also be announced verbally on the water by the Race Committee ("RC").

#### **3. COMMUNICATION WITH COMPETITORS**

**3.1** Notices to competitors will be posted on the official notice board located in the LLSC Pavillion.

**3.2** On the water, the Race Committee intends to monitor and communicate with competitors on VHF radio channel 69. The Race Committee may designate an alternate channel as needed.

**3.3** [DP] While racing, from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make or receive a voice or data communication that is not available to all boats.

#### **4. CODE OF CONDUCT**

**4.1** [DP] 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 flagpole located on the main lawn of the LLSC Pavillion.

**5.2** When AP is displayed ashore, '1-minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

#### **6. SCHEDULE OF RACES**

**6.1** The racing schedule is posted on the website under "Racing Calendar".

**6.2** The scheduled time of the warning signal for the first race each day is posted in the schedule of races on the LLSC website.

#### **7. CLASS FLAGS**

**7.1** Class flags will be described on a board displayed from the stern of the Race Committee Barge prior to the warning signal of the first race of the day.

**8. COURSES**

**8.1** Courses may be:

**WL:** windward-leeward course, set to windward of the RC boat and start/finish area.

**WRL:** windward-leeward course with a **jibe mark**.

**MWL:** modified windward-leeward course, where the leeward mark is to the **leeward** of the start/finish

**OLY:** modified "Olympic" course

Alternate Course around a combination of fixed buoys and/or temporary marks (no specific designation assigned) and posted on the course board at the stern of the RC barge.

**8.2** No later than the warning signal, the Race Committee will designate the course to be sailed, along with the number of laps (a lap is not a leg), on a board displayed from the stern of the Race Committee boat.

**8.3** A distant weathermark (**1D**) may be set to facilitate handling faster fleets and if used the Race Committee will display which fleets are to round **1D**.

**8.4** DIAGRAMS in "Fleet Race Course Diagrams" indicate the layouts for courses, WL, WRL, MWL, and OLY, including the approximate angle between legs, the order in which the marks are to be passed, and the side on which each mark is passed. All marks are to be passed to port unless otherwise noted.

**8.5** The start and finish lines are not an *Obstruction* as defined in the Racing Rules of Sailing, 'Definitions'. Boats sailing on a windward beat from the leeward mark to the weather mark or sailing downwind from the weather mark are not restricted by the start and finish lines. Race Committee may designate the start and finish line as Obstruction by so stating on a whiteboard displayed, along with the course designation, from the stern of the Committee boat no later than the warning signal. When the Race Committee has designated the start and finish lines as an Obstruction, competitors cannot cross the start and finish lines while racing except to start or finish.

**9. MARKS**

**9.1** Marks may be permanent government or LLSC lake marks. In most cases marks will be temporary anchored marks such as balls (colors vary) or tetrahedrons (colors vary).

**10. THE START**

**10.1** The start line is between staff or halyard displaying an orange flag on the RC Signal vessel and the course side of the starting mark. The starting mark may be on either side of the RC vessel and it may also be the finishing mark.

**10.2** Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

**10.3** Appendix "U" (3-minute sequence) may be used when appropriate to the fleet, typically small boat racing or limited race committee resources.

**10.4** If all members of a fleet have finished, the race committee may start that fleet regardless of the posted order of starts, even though other fleets may still be racing.

**10.5** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

**11. CHANGE OF THE NEXT LEG OF THE COURSE**

**11.1** RRS 33 (a-c) is changed as follows: If the direction of the leg will be changed, the signal shall be the display of flag "C" with repetitive sounds, *and at the discretion of the PRO*, one of the following will apply:

**1.** RRS 33 (a-c) in its entirety shall apply or,

**2.** RRS 33 (a)(1), RRS 33 (a)(2), and RRS 33 (b) shall not apply and the new mark will be simply be set.

- 11. CHANGE OF THE NEXT LEG OF THE COURSE (continued)**
1. RRS 33 (a-c) in its entirety shall apply or,
  2. RRS 33 (a)(1), RRS 33 (a)(2), and RRS 33 (b) shall not apply and the new mark will be simply be set.
- 12. THE FINISH**
- 12.1** The finishing line is between staff or halyard displaying the blue flag on the signal vessel and the course side of the finishing mark. The finish mark may be on either side of the RC vessel and it may also be the starting mark.
- 13. TIME LIMITS**
- 13.1** If no boat in a fleet rounds the first mark within 45 minutes, or finishes within two hours of her start, the race for that fleet shall be abandoned. Any boat that fails to finish within 20 minutes after the second boat in her fleet sails the course and finishes or within the time limit, whichever is greater, will be scored DNF. This changes RRS 35.
- 14. HEARING REQUESTS**
- 14.1** In addition to the requirements of Rule 61, a protesting boat shall notify the Race Committee of its intent to protest at the conclusion of the race in which the incident occurred. This changes RRS 61.
- 14.2** Hearing request forms are available at the Race Committee vessel when docked at LLSC, in the Club Pavillion or RC Shack. Official forms are not required to file a request for a hearing but should follow the same structure as a Hearing Request form. Hearing Requests shall be delivered to the Race Committee Signal vessel.
- 14.3** The time limit for filing a Hearing Request is 30 minutes after the Race Committee vessel has docked and made one long sound.
- 14.4** Notices will be posted to inform competitors of hearings in which they are parties or named as witnesses.
- 14.5** RRS Appendix T, Arbitration, and RRS Appendix V, Alternate Penalties, will apply. It is required that parties involved notify the Race Committee within the Request for Hearing time limit.
- 15. SAFETY REGULATIONS**
- 15.1** [DP] A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity.
- 16. REPLACEMENT OF CREW OR EQUIPMENT**
- 16.1** Fleet racing is a long series lasting the entire racing season. Substitution of crew is allowed on different race days.

## Triple Crown Events

- 17. TRIPLE CROWN EVENTS**
- 17.1. The Triple Crown Events** are the following member only regattas at LLSC:
- 17.1.1** Governor's Cup
  - 17.1.2** Firecracker Cup
  - 17.1.3** Vern Pickering Commodore's Cup
- 17.2. TRIPLE CROWN ELIGIBILITY:** Open to all boats whose skippers are members in good standing of Lake Lanier Sailing Club.



- 17.3. TRIPLE CROWN - REQUIREMENTS TO WIN:**
- 17.3.1** A skipper must place first in all three events in the same calendar year.
- 17.3.2** The skipper must sail in the same Division and use the same type boat in all three events in the same calendar year.
- 17.3.3** The skipper's Division had 3 boats racing in each race, at all three events.
- 17.3.4** If the skipper's Division did not exist at all three events, then the skipper is ineligible to win the Triple Crown.
- 17.4. TRIPLE CROWN - DIVISIONS:** For Triple Crown events, Divisions recognized for separate start shall be limited the following (see Triple Crown - definitions for more information):
- 17.4.1** PHRF – Sportboat
- 17.4.2** PHRF – Displacement
- 17.4.3** PHRF – Non-Spinnaker/Cruiser
- 17.4.4** Dinghy - High Performance
- 17.4.5** Dinghy – Portsmouth Centerboard
- 17.4.6** Sailboard
- 17.5. Triple Crown - Minimum number for a Division:** The minimum number of boats for a Division is three (3). If there are not three (3) boats, the one or two boats shall not be placed in another division. The one exception is the “PHRF Non-Spinnaker/Cruiser” may be placed in the “PHRF Displacement” division.
- 17.6. Triple Crown - A minimum of three (3) boats** must be present in the starting area for any Division to constitute a Division start and the race to be scored.
- 17.7. Triple Crown - Scoring:** Scoring System defined in RRS A4 will be used, but all races shall be counted, i.e. no throw outs are allowed
- 17.8. Triple Crown - Scoring Handicapping:** PHRF Divisions shall use the PHRF Time-on-Distance method. The Dinghy & Sailboard Divisions shall use the Portsmouth system or an equivalent method.
- 17.8.1** A boat whose rating can change based on rig or sail plan will be considered the same type of boat throughout the series. Boats must maintain the same rig or sail plan, thus rating, for a given regatta but may change equipment for another Triple Crown event.
- 17.9. Triple Crown - Definitions:**
- 17.9.1 PHRF Sportboat** - They are characterized by historically large sail areas for a given length (especially under downwind sails), light weight construction and heavy reliance on crew weight to counterbalance heeling forces. They usually feature lifting keels (for easy trailerability) of a modern fin and bulb design and planing hull designs. Most sport boats are self-righting as opposed to skiffs.
- 17.9.2 PHRF Displacement** - Displacement hull with a fixed keel; operating inboard/outboard engine;
- 17.9.3 PHRF Non-Spinnaker/Cruiser** - Displacement hull with a fixed keel; non-spinnaker; one head sail at any time, except for cutter designed sailboats; no stay sails; operating inboard/outboard engine
- 17.9.4 Dinghy High Performance** – High-performance dinghy sailboats that can get near or exceed the velocity of the true wind include sailing catamarans and foiling sailing craft.

**17.9. Triple Crown - Definitions: (continued)**

**17.9.5 Dinghy Portsmouth Centerboard** – Traditional dinghy sailboats with a centerboard and designed to be trailered. May have 1, 2, or 3 hulls.

**17.9.6 Sailboard** - A modified surfboard having a sail mounted on a mast that pivots on a ball joint ridden while standing up.

**18. RISK STATEMENT**

- 18.1.** Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, Race Committee, Protest Committee, host club, sponsors, or any other organization of official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

The Skipper/Owner shall be responsible for the actions of his or her crew and guests. The legal drinking age in Georgia is 21, and minors are not permitted to consume alcohol. In the event of a serious breach of conduct, sportsmanship, destruction of property, underage drinking, or failure to comply with the request of any Race Officer, Committee Member or LLSC Board Member, the Skipper/Owner will be held responsible and the boat, competitor, crew or guest may be subject to expulsion from the regatta by the event director.

The Skipper/Owner shall release and hold harmless LLSC; it's Officers, Directors and agents for the Skipper/Owner, his/her crew or guest(s) violation of any of these provisions of these Sailing Instructions.

- End -



## Fleet Race Course Diagrams

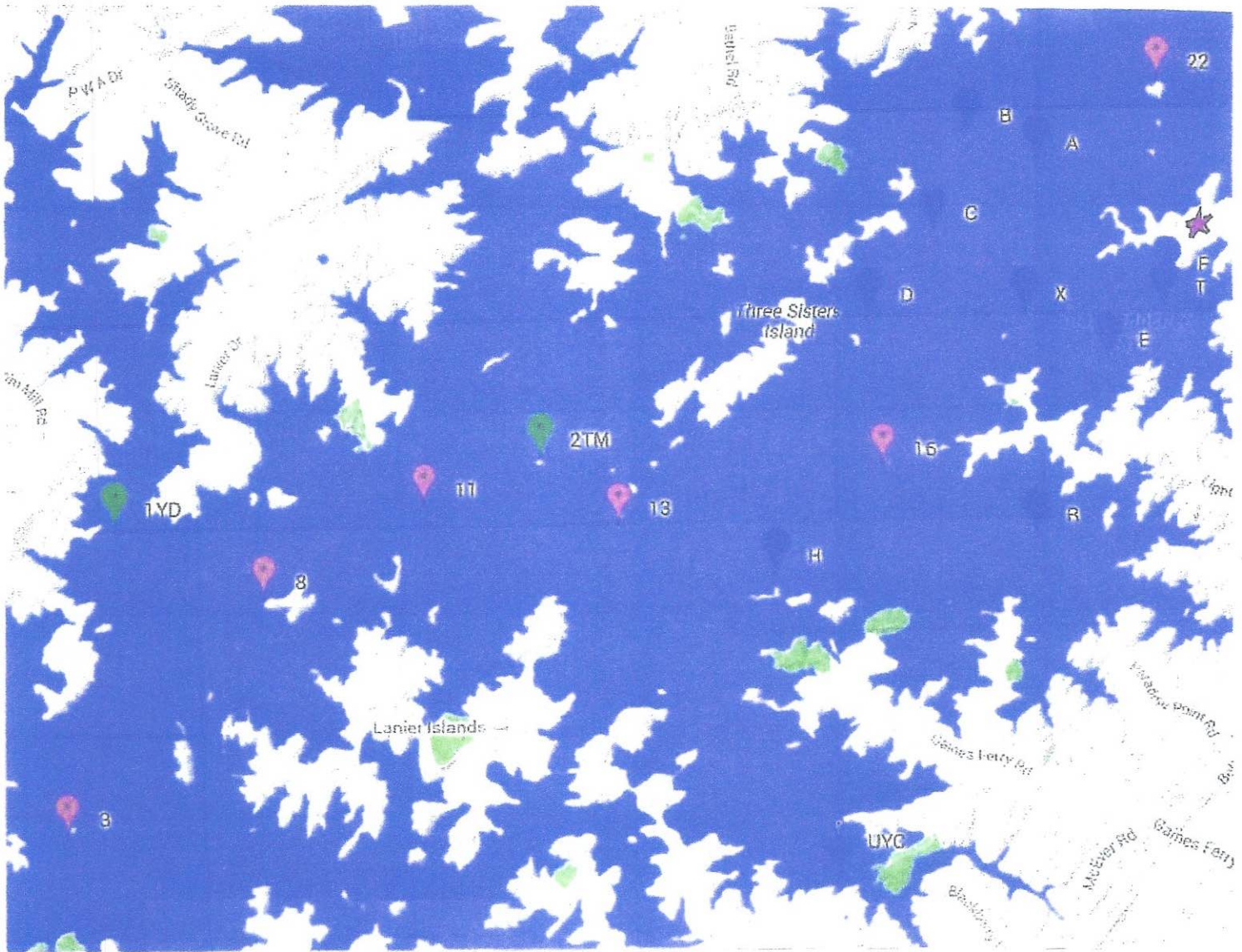


<p><b>WL</b></p> <p>1D } or 1 }</p>	<p><b>WRL</b></p> <p>1D } or 1 }</p> <p>2</p>
<p>WL1: Start - 1 (1D) - Finish WL2: Start - 1 (1D) - 2 - 1 (1D) - Finish</p>	<p>WRL1: Start - 1 (1D) - 2 - 3 - 1 (1D) - Finish WRL2: Start - 1 (1D) - 2 - 3 - 1 (1D) - 3 - 1 (1D) - Finish</p>
<p><b>MWL</b></p> <p>1D } or 1 }</p> <p>2</p>	<p><b>OLY</b></p> <p>1D } or 1 }</p> <p>2</p> <p>3</p>
<p>MWL1: Start - 1 (1D) - 2 - Finish MWL2: Start - 1 (1D) - 2 - 1 (1D) - 2 - Finish</p>	<p>OLY: Start - 1 (1D) - 2 - 3 - 1 (1D) - 3 - Finish</p>

Note: A distant weather mark, designated as 1D, may be set to accommodate faster fleets. Boats required to round the distant weather mark (1D) will be displayed from a white board on the stern of the committee boat.

Marks may vary in shape and color.

LAKE LANIER SAILING AREA  
GOVERNMENT AND CLUB MARKS



**2024-2025 Race Operations Manual**  
**EFFECTIVE: 15 MARCH 2024**  
**SUPERCEDES: 01 JANUARY 2023 EDITION**

**LAKE LANIER DISTANCE CHART.**  
**MARKER DISTANCES (NAUTICAL MILES)**

Directions include local declination, distances are in nautical miles.

To	A	B	C	D	E	F	H	R	T	X	S	8	11	13	16	22	1YD	2TM	UYC
From	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist	Dir Dist
A		298 0.38	241 0.83	233 1.15	165 1.07	137 0.91	217 2.52	185 1.92	143 0.98	160 0.77	240 6.08	246 4.57	248 3.62	234 2.85	212 1.78	60 0.75	253 5.10	244 2.99	201 3.65
B	116 0.36		204 0.53	214 1.05	153 1.26	132 1.28	209 2.48	175 2.10	136 1.34	168 0.98	237 5.89	242 4.35	241 3.39	227 2.71	199 1.77	79 1.09	250 4.83	238 2.77	196 3.71
C	61 0.63	24 0.53		224 0.53	131 1.10	107 1.23	210 1.95	167 1.65	113 1.24	137 0.62	240 5.45	248 3.94	247 2.98	232 2.23	197 1.24	81 1.38	255 4.48	245 2.34	184 3.19
D	53 1.15	34 1.05	44 0.53		105 1.25	89 1.54	205 1.44	148 1.43	93 1.51	55 0.79	242 4.54	250 3.45	251 2.60	235 1.70	189 0.80	58 1.90	259 4.04	251 1.65	185 2.74
E	345 1.07	333 1.36	311 1.10	286 1.25		43 0.50	242 2.65	207 0.99	52 0.40	304 0.49	250 5.90	259 4.52	263 3.60	256 2.65	249 1.29	15 1.45	265 5.18	265 2.97	214 2.86
F	317 0.91	312 1.28	287 1.23	269 1.54	223 0.50		238 2.53	212 1.47	193 0.12	263 0.76	248 6.35	256 4.93	258 4.00	251 3.09	242 1.75	2 1.04	262 5.56	259 3.36	216 3.35
H	37 2.52	29 2.48	30 1.95	25 1.44	62 2.05	58 2.53		88 1.36	60 2.44	48 1.87	255 3.88	272 2.64	288 1.84	253 0.84	50 0.79	42 3.22	279 3.40	302 1.36	172 1.41
R	5 1.92	355 2.10	347 1.65	328 1.43	27 0.99	32 1.47	266 1.36		34 1.98	2 1.15	258 5.22	270 3.99	278 3.15	276 2.15	299 0.66	20 2.43	276 4.74	284 2.59	218 1.89
T	323 0.96	316 1.34	293 1.24	276 1.51	232 0.40	13 0.12	240 2.44	214 1.36		272 0.72	249 6.28	257 4.88	260 3.95	253 3.03	245 1.67	3 1.16	263 5.62	261 3.31	216 3.24
X	10 0.77	348 0.66	317 0.62	275 0.79	124 0.49	83 0.76	228 1.67	182 1.15	92 0.72		246 5.62	254 4.19	257 3.25	247 2.36	227 1.88	35 1.37	262 4.80	258 2.60	204 2.90
S	60 6.08	57 5.89	60 5.45	62 4.94	70 5.90	68 6.35	75 3.88	78 5.22	69 6.26	65 5.02		44 1.59	52 2.51	68 3.26	71 4.61	60 6.83	14 1.63	59 3.12	95 3.98
8	65 4.57	62 4.35	66 3.94	70 3.45	79 4.52	78 4.93	92 2.64	90 3.99	77 4.85	74 4.19	224 1.59		65 0.68	83 1.87	83 3.26	65 5.32	301 0.85	68 1.60	118 3.20
11	66 3.62	61 3.39	67 2.95	71 2.50	83 3.60	78 4.00	106 1.84	88 3.15	80 3.95	77 3.25	222 2.51	245 0.95		101 1.01	90 2.37	65 4.28	271 1.59	72 0.64	134 2.73
13	84 2.85	47 2.71	52 2.23	54 1.70	78 2.65	71 3.08	110 0.84	96 2.15	73 3.03	67 2.36	248 3.26	263 1.87	261 1.01		82 1.40	55 3.80	275 2.59	316 0.54	160 1.97
16	32 1.76	19 1.77	17 1.24	0 0.80	69 1.29	52 1.75	230 0.79	119 0.65	65 1.67	47 1.08	251 4.61	263 3.26	270 2.37	262 1.40		40 2.44	271 3.96	277 1.77	182 1.94
22	240 0.76	259 1.00	241 1.38	236 1.90	195 1.45	182 1.04	222 3.22	200 2.43	183 1.16	216 1.37	240 6.83	245 5.32	245 4.36	235 3.80	220 2.44		252 5.83	243 3.72	208 4.26
1YD	79 5.10	70 4.83	75 4.46	79 4.04	85 5.18	82 5.66	98 3.40	86 4.74	83 5.52	62 4.80	194 1.63	121 0.85	91 1.59	95 2.59	91 3.95	72 5.83		85 2.21	119 4.05
2TM	84 2.98	58 2.77	65 2.34	71 1.89	85 2.97	78 3.36	122 1.36	104 2.59	81 3.31	78 2.60	235 3.12	246 1.86	252 0.84	135 0.84	97 1.77	63 3.72	266 2.21		147 2.50
UYC	21 3.65	16 3.71	14 3.19	9 2.74	34 2.68	36 3.35	352 1.41	38 1.89	35 3.24	24 2.80	275 3.66	288 3.20	314 2.73	330 1.97	12 1.94	26 4.26	299 4.05	327 2.50	

	Lat	Long
A	34.226903	-83.985523
B	34.228400	-83.973000
C	34.221033	-83.976403
D	34.214100	-83.983167
E	34.210267	-83.958483
F	34.216767	-83.952333
H	34.191487	-83.992587
R	34.195000	-83.985917
T	34.214800	-83.952883
X	34.214183	-83.997217
S	34.188900	-84.088250
8	34.189383	-84.045983
11	34.197350	-84.029317
13	34.195683	-84.068167
16	34.205767	-83.981750
22	34.234083	-83.953587
1YD	34.195683	-84.061317
2TM	34.201550	-84.017383
UYC	34.186633	-83.986583

Earth's Radius (used for the above calculations): 3959 miles  
 Magnetic Declination: -5.08 degrees

Version: 1.1  
 Date: 11/24/2014

The latest version of this document may be found at:  
<http://goo.gl/AtXvIq>

Please send updates or corrections to Russ Marshall:  
[rmarshall31@gmail.com](mailto:rmarshall31@gmail.com)



**HEARING REQUEST**  
for **protests**, requests for  
**redress**, and **reopening**

ussailing.org

FOR COMMITTEE USE	
Time & date received _____	Rec'd by _____
Protest time limit _____	Filing # _____

<b>Race #</b>	<b>Day/Date of Race</b>	<b>Event/Series</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>

**Type of Hearing**       Protest       Redress       Reopening

**Boat or Committee Protesting or Requesting**

Making allegation, claim, or request

Boat (sail # / name)

-OR- Committee

Represented by

Mobile

Email

**Protestee(s) or Committee/Body**

Alleged to have broken a rule, or made an improper action or omission

Boat (sail # / name)

Boat (sail # / name)

Boat (sail # / name)

Boat (sail # / name)

-OR- Committee/Body

**For a protest only, informing the protestee** How did you inform the other boat of your intent to protest?

If "Yes" when (for each)?

By hailing?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="text"/>	Words used?	<input type="text"/>
By displaying a red flag?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="text"/>		
Some other way?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="text"/>	Where / how?	<input type="text"/>

**The incident**

For a protest: When and where did it happen? (e.g. 1/2 way along first upwind leg, pre-start just below pin, etc.)

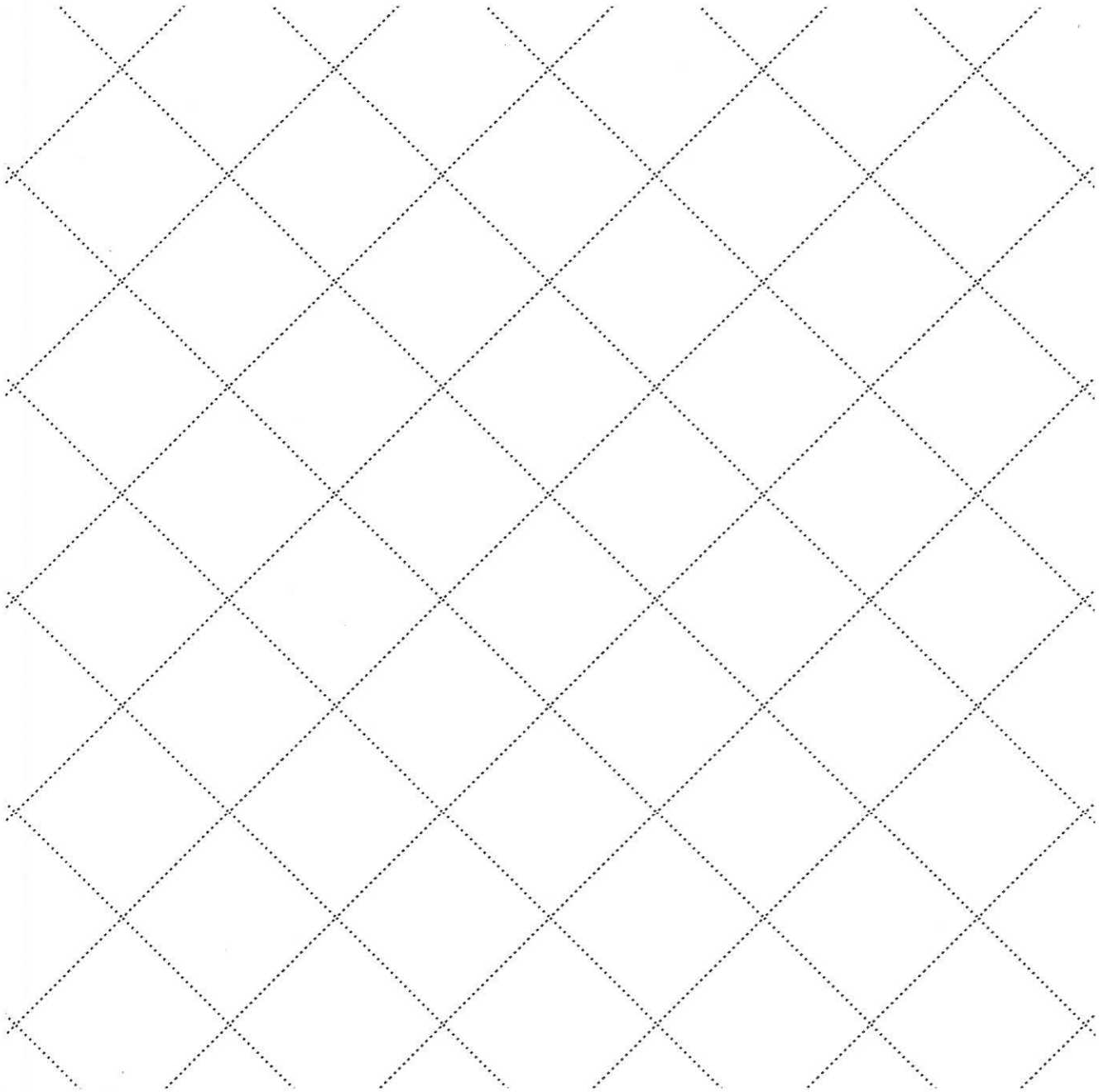
For protests, please describe the incident. For redress or reopening, please state the reasons.

**Rules alleged to have been broken**



**For either a protest or a request for redress or reopening (if relevant)**

**Diagram** Include wind and current (or continue the description of the incident and/or reasons)



**Witnesses** Please list by name

\_\_\_\_\_

**USE ONLY TO WITHDRAW FILING**

I request to withdraw this filing \_\_\_\_\_  
Signature of representative

Print name

Filing withdrawal approved \_\_\_\_\_  
Signature of PC member

Print name