



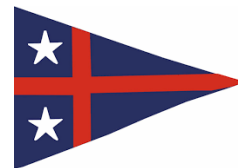
2026 Lightning Women's, Junior, and Masters

North American Championships

South Shore Sailing Foundation (OA), South Shore Yacht Club, Milwaukee, WI

international Lightning Class Association (ILCA)

August 6th - 9th, 2026



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.

The notation '[SP]' in a rule of the sailing instructions (SIs) means that the standard penalty for a breach of the rule may be applied by the race committee or technical committee without a hearing. This changes RRS A5.

1. RULES

- 1.1. The regatta will be governed by the rules defined in the 2025-2028 Racing Rules of Sailing (RRS). Appendix V of the RRS and the prescriptions of US Sailing shall apply.
- 1.2. The International Lightning Class Association (ILCA) By-Laws and "Document Governing All Sanctioned Lightning Class Championships," hereinafter referred to as the "Document Governing," will apply.
<https://www.lightningclass.org/docs.ashx?id=328142>.
- 1.3. "The OA or RC shall not abandon a scheduled race, or races, before the starting signal without the approval of the Class Governing Authority." This changes RRS 27.3.
(Reference – *ILCA Documents Governing All Sanctioned Lightning Class Championships ARTICLE VIII – RACING CONDITIONS – #11*).
- 1.4. RRS 42.3(c) is changed to read: "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 the sheet only, (not the guy), in order to initiate surfing or planing, but each sail may be pulled 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." This Class Rule changes RRS 42 and shall be included in the Notice of Race for informational purposes only. (Reference – *ILCA Documents Governing All Sanctioned Lightning Class Championships ARTICLE VIII – RACING CONDITIONS – #12*).
- 1.5. Per the Lightning Class Executive Committee directive, *ILCA Documents Governing All Sanctioned Lightning Class Championships ARTICLE VIII – RACING CONDITIONS – #9* will not apply. This changes NOR 1.5 and SI 1.2
- 1.6. RRS Appendix V Alternative Penalties will apply
 - 1.7. RRS 60.4 (a)(2) is changed as follows: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. 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.

- 2.2. Changes to a sailing instruction may be made on the water. The RC shall display code flag L and communicate the change over VHF channel 69. The RC will repeat the information several times

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board online at <https://southshoresailing.org/regatta/JHoqSVoRvj>.
- 3.2. Any questions regarding the sailing instructions shall be submitted in writing to the RC PRO. The question(s) and any answers will be posted on the official notice board as soon as possible.
- 3.3. On the water, the race committee intends to monitor and communicate with competitors via VHF radio channel 69. Hand-held VHF radios are permitted for communication from the race committee to competitors.
- 3.4. If the race committee displays flag DELTA, alternate VHF channel 72 will be used.
- 3.5. [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. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. [DP] Competitors and support persons shall place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at SSYC on the flag mast.
- 5.2. When flag 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 number of races scheduled shall be nine (9) for the Women and Juniors and six (6) for the Masters. One (1) race is required to be completed to constitute a series.
- 6.2. The Race Committee intends to hold two (2) races each day for the Masters. However, it may sail more as determined by the PRO given weather conditions to achieve a six-race series and in accordance with the guidelines contained in the ILCA Instructions to Race Committees for Lightning Class Regattas. The Race Committee intends to hold three (3) races each day for the Women and Juniors. The racing schedule for the Women and Juniors may be adjusted at the discretion of the Race Committee to allow for the maximum number of races to be sailed.
- 6.3. No Warning Signal shall be made after 1500 on Sunday August 9, 2026.
- 6.4. Schedule of Events (subject to Change) Daily adjustments may also be made based on weather conditions or other factors and will be communicated the Official Notice Board ([2026 Lightning Womens, Juniors, and Masters North American Championships](#)). A WhatsApp may be established.

Day	Event	Time
Friday 8/7	Competitor Briefing	0900
	First Warning	1100
Saturday 8/8	Competitor Briefing	0900
	First Warning	1100
Sunday 8/9	Competitor Briefing	0900
	First Warning	1100
	No Warning Signal after	1500

7. CLASS FLAGS

Women's	Yellow
Juniors	Green
Masters	Blue

8. RACE AREA

- 8.1. 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.

9. COURSES

- 9.1. Diagrams in Addendum A show the courses, the order in which marks are to be passed, and the side on which each mark to be left. A windward offset mark will be laid approximately perpendicular to the course axis. The windward offset mark is to be rounded to port.
- 9.2. No later than the warning signal, the RC signal boat will display the course and approximate compass bearing of the first leg and the course to be sailed.

10. MARKS

- 10.1. The start/finish mark and the windward mark will be a yellow or orange inflatable buoy.
- 10.2. 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.
- 10.3. In the event that one of the gate marks is missing or significantly out of place, competitors shall round the remaining mark to port.

11. THE START

- 11.1. 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 or the staff displaying an orange flag on the port end starting boat.
- 11.2. 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 bow number by radio or hailer. Failure to hail, failure to hear the hail, nor the order of the hailed boats will be grounds for redress.
- 11.3. A boat that does not start within four (4) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. To change the next leg of the course, the race committee will move the original mark(s) or will lay a new mark to a new position (or move the finishing line) and remove the original mark as soon as practicable.
- 12.2. The RC may make minor adjustments up to 10% to the course without signaling a course change.

13. THE FINISH

- 13.1. The finishing line is between a staff or halyard displaying a blue flag on the race committee finishing vessel at the starboard end and the course side of the port end finishing mark

14. PENALTY SYSTEM

- 14.1. Appendix V of the RRS and the prescriptions of US Sailing shall apply.

15. TIME LIMITS AND TARGET TIMES

- 15.1. 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	Target Time
20 mins	90 minute	20 minute	45-60 minutes

- 15.2. The Finishing Windows is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.
- 15.3. A boat scored TLE shall be scored points for the finishing place two (2) more than the finish place of the last boat that sailed the course within the Finishing Window and was not penalized under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.
- 15.4. Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

16. HEARING REQUESTS

- 16.1. The protest time limit is 90 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official noticeboard.
- 16.2. It is requested that boats intending to request a hearing notify the RC as soon as possible after finishing or retiring from the race.
- 16.3. Hearing request forms are available from the race desk at the SSYC clubhouse, in the lounge.
- 16.4. 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.

17. SCORING

- 17.1. For the Junior and Women's fleet, when fewer than six (6) races have been completed, a boat's series score will be the total of her race scores. When six (6) or more races have

been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2.

- 17.2. For the Masters Fleet - when fewer than four (4) races have been completed, a boat's series score will be the total of her race scores. When four (4) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2 and Document Governing Article VIII (1).
- 17.3. To request correction of an alleged error in posted race or series results, a boat may complete a scoring inquiry form available at race desk at the SSYC clubhouse.

18. SAFETY REGULATIONS [DP][NP]

- 18.1. Prior to the first warning signal of the first race of each day, each boat is required to check in by passing astern of the RC signal boat on starboard tack and hail her bow number until acknowledged by the RC.
- 18.2. Boats that retire from a race shall notify the RC as soon as possible.
- 18.3. Boats that leave the racing area between races shall notify the RC as soon as possible.

19. REPLACEMENT OF CREW OR EQUIPMENT

- 19.1. Substitution of competitors will not be allowed without prior written approval of the Executive committee or in their absence, the RC. In no case may a skipper be substituted.
- 19.2. Substitution of damaged or lost equipment will not be allowed unless authorized by the RC. Requests for substitution shall be made the Committee at the first reasonable opportunity.

20. EQUIPMENT AND MEASUREMENT CHECKS

- 20.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by an RC equipment inspector or measurer to proceed immediately to a designated area for inspection.
- 20.2. In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the Class Rules.

21. EVENT IDENTIFICATION STICKERS

- 21.1. Boats shall display event advertising supplied by the organizing authority.
- 21.2. Boats may only display advertising as per World Sailing Regulation 20 and are restricted to only the hull as per Lightning Class Constitution Article VII 2.

22. SUPPORT BOATS

- 22.1. Support and coach boats must register at the Registration Desk during the posted times.
- 22.2. During racing, support boats shall monitor the RC VHF channel 69 and assist with safety issues when asked by the RC.
- 22.3. Support boats will comply with additional operating instructions provided during registration in accordance with Document Governing.
- 22.4. Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any

of these requirements may be disqualification of all yachts associated with the infringing support personnel.

23. TRASH DISPOSAL

- 23.1. Trash shall not be thrown overboard at anytime

24. BERTHING

- 24.1. [DP] Boats shall be kept in their assigned places while in the boat park.

25. DISCLAMINER OF LIABILITY /RISK STATEMENT

- 25.1. 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.**

- 25.2. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

26. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of US\$300,000 per event or the equivalent. A copy of insurance company documents establishing that such coverage is current shall be produced if requested by the OA.

27. RACE OFFICIALS

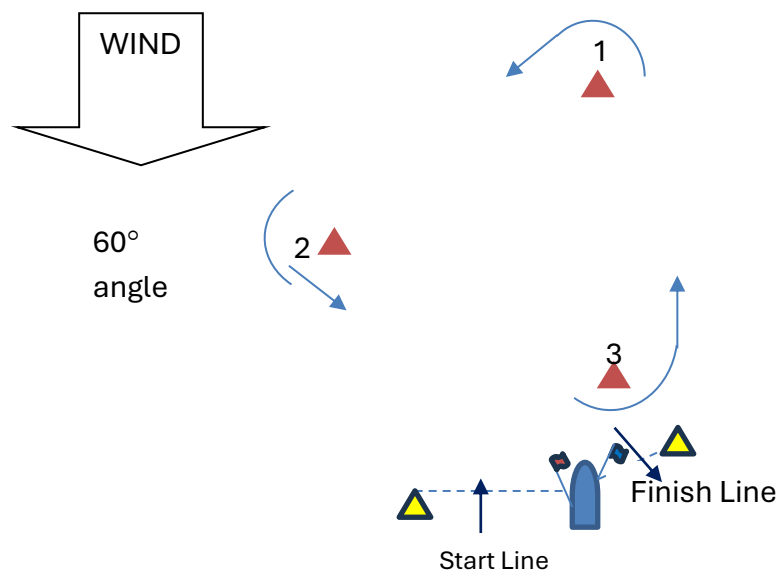
Race Committee PRO: Richard Reichelsdorfer
Chief Judge: Fred Horwitz

28. DATA PROTECTION AND RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recording, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

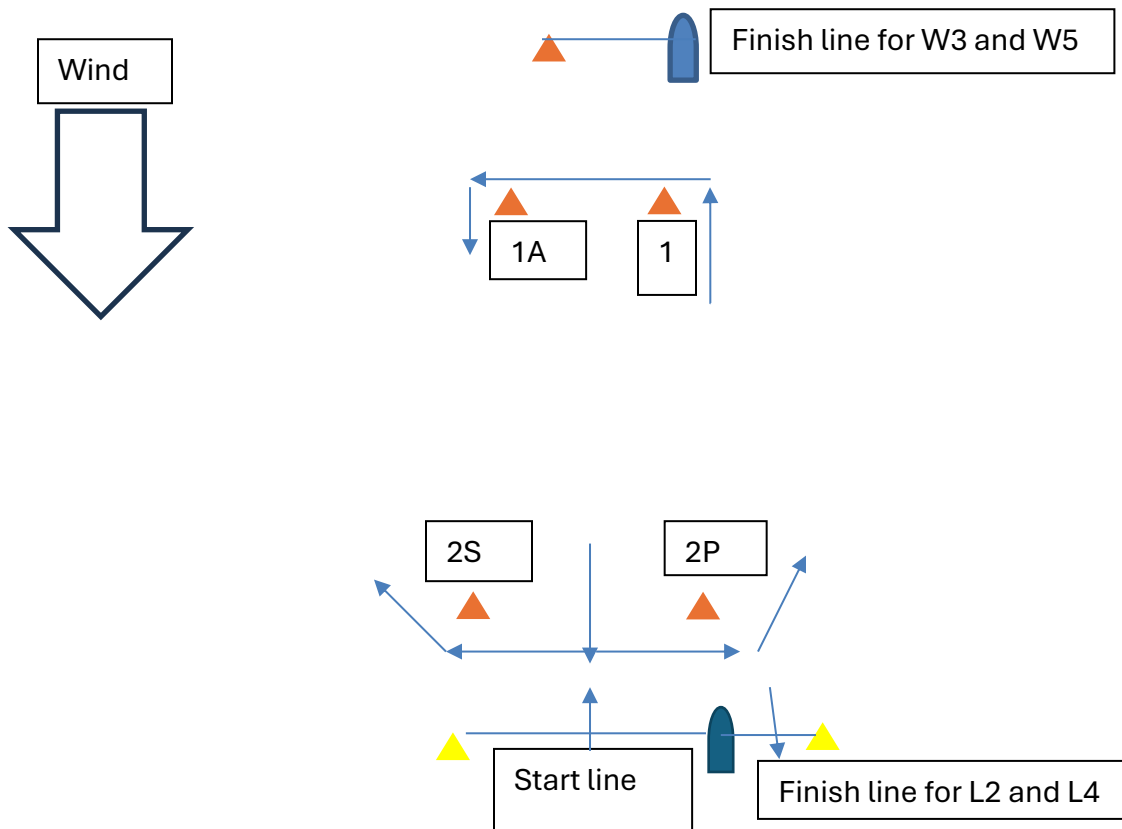
Addendum A – Courses

T Course



Course	Mark rounding order
T	Start – 1 - 2 - 3 – 1 – 2 - finish

L and W Courses



Course	Mark rounding order
L2	Start - 1 - 1a - 2p/2s - 1 - 1a - Finish
L4	Start - 1 - 1a - 2p/2s - 1 - 1a - 2p/2s - 1 - 1a - Finish
W3	Start - 1 - 1a - 2p/2s - Finish
W5	Start - 1 - 1a - 2p/2s - 1 - 1a - 2p/2s - Finish