



Lake Lanier Sailing Club
2026 Triple Crown Events
Sailing Instructions (SIs)
(Adapted to US Sailing Rules 2025 - 2028)

1. RULES

The events are governed by the rules as defined in The Racing Rules of Sailing 2025 - 2028.

2. CHANGES TO SAILING INSTRUCTIONS

The latest version of the sailing instructions will be posted on the Club's website at

<https://llsc.com/regatta/nBA4co4apM/#notice-board>

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 Pavilion.

- 2.1 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 Pavilion.
- 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 Pavilion.
- 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 LLSC.com website under "Calendar".

- 6.2 The scheduled time of the warning signal for the first race each day is posted on the “Notice Board” for each event on the LLSC website.

<https://llsc.com/regatta/nBA4co4apM/#notice-board>

7. CLASS FLAGS

- 7.1 Class flags will be described on a board displayed from the stern of the Race Committee Barge/s 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” (located at end of document) 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:
 - 11.1.1 RRS 33 (a-c) in its entirety shall apply or,
 - 11.1.2 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, other than Social 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.
- 17.9.5 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; its Officers, Directors and agents for the Skipper/Owner, his/her crew or guest(s) violation of any of these provisions of these Sailing Instructions.



Fleet Race Course Diagrams



WL 1D } or 1 } START RC FINISH	WRL 1D } or 1 } 2 START RC FINISH
WL1: Start - 1 (1D) - Finish WL2: Start - 1 (1D) - 2 - 1 (1D) - Finish	WRL1: Start - 1 (1D) - 2 - 3 - 1 (1D) - Finish WRL2: Start - 1 (1D) - 2 - 3 - 1 (1D) - 3 - 1 (1D) - Finish
MWL 1D } or 1 } START RC FINISH 2	OLY 1D } or 1 } 2 START RC FINISH 3
MWL1: Start - 1 (1D) - 2 - Finish MWL2: Start - 1 (1D) - 2 - 1 (1D) - 2 - Finish	OLY: Start - 1 (1D) - 2 - 3 - 1 (1D) - 3 - Finish

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.