

Lake Superior Yachting Association
CONDITIONS AND SAILING INSTRUCTIONS
2014

1.0 OWNER'S AND SKIPPER'S RESPONSIBILITY

- 1.1 The safety of a yacht and her crew is the sole and non—delegable responsibility of the owner, or owner's representative, who must do his/her best to ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He/she must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used.
- 1.2 Neither the establishment of these special regulations, their use by sponsoring organizations, nor the inspection of a yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.
- 1.3 It is the sole and exclusive responsibility of each yacht to decide whether or not to start or continue to race.

2.0 RULES AND REGULATIONS

Except as provided herein, the races will be sailed under:

- 2.1 All applicable U.S. Coast guard regulations
- 2.2 The Racing Rules of Sailing 2013-2017
- 2.3 These Sailing Instructions
- 2.4 Decisions of the Race Committee made prior to or during each race as duly announced orally or in writing by its representative's at the race meeting held prior to the commencement of the race or during the race by appropriate flag signal.
- 2.5 Yachts must have suitable auxiliary propulsion power and adequate fuel on board for running at least 75 nautical miles under power. Except for emergencies, engines may not be used for propulsion between the Preparatory Signal and the finish. Whenever the engine is used for propulsion in an emergency, a full report must be made to the Race Committee.
- 2.6 Mechanical and wind—vane devices for automatic steering are prohibited.
- 2.7 If man overboard poles or antenna extend outside the perimeter of a yacht and are touched by another yacht, such will be considered as grounds for protest.
- 2.8 Yachts shall be equipped with a prop shaft brake. This can be as simple as a pair of vise—grips.
- 2.9 It is the skipper's responsibility to be familiar with these regulations and to assure compliance.

3.0 MANAGEMENT

- 3.1 The officers of LSYA shall constitute the LSYA Race Committee.

3.2 Each race will be under the management of the Race Committee of the club(s) hosting such race. Each committee shall have full power to decide all matters relating to their race provided, however, that the LSYA Race Committee shall have the authority to determine whether or not such race shall be counted toward the awarding of points for Offshore trophies.

4.0 ELIGIBILITY

4.1 To be eligible, a yacht must be a single—hulled, self—righting, enclosed cabin sailing vessel of length equal to or greater than 20 feet with watertight, self—bailing cockpit conforming to the ORC Special Regulations Governing Minimum Equipment and Accommodations. The only exception would be if there was a multi—hull class.

5.0 ENTRIES

5.1 Entries for the Offshore series of races must be made on the official Entry Form on line and accompanied by an entry fee.

5.2 The entry fee for the race series is \$100.00 (US). A crew list must be submitted to the race committee before each race to be officially entered.

6.0 RATING SYSTEM

6.1 LSYA will use the Lake Michigan PHRF TOT System. Each year, prior to racing, every yacht must obtain a valid LMPHRF rating certificate. If a yacht does not obtain a valid certificate, the race committee will assign a provisional rating. The provisional rating will be the base LMPHRF TOT rating plus a .5 % time penalty.

6.2 The entrant must certify that no change affecting the yachts rating has been or will be made after the date the yacht was rated.

6.3 A yacht wishing to protest their rating shall first obtain a Lake Michigan PHRF certificate and then appeal to Lake Michigan for change. The final Lake Michigan PHRF certificate must then be submitted to the LSYA rating chair.

6.4 Canadians who do not belong to US Sailing may not be able to get a LMPHRF certificate. LSYA will assign ratings based on similar boats within LMPHRF. This rating cannot be protested.

7.0 SKIPPER

7.1 The term "Skipper" as used in these conditions means the person whether or not the owner of a yacht, who is designated on the entry form as "skipper" and who is in charge of the yacht during a race. They are responsible for the yacht, its handling and safety, the conduct of the crew before and after, as well as during each race, and compliance with these conditions and sailing instructions. Skippers shall be a member of USSA or a member of an USSA affiliated Yacht Club.

8.0 CREW

8.1 The minimum crew shall be three persons in addition to the skipper.

8.2 The navigator and watch captains shall be amateurs.

8.3 A complete and accurate list of the names, addresses and phone numbers of the crew aboard for a race must be filed with the Race Committee at the skipper's meeting.

9.0 INSPECTION

9.1 Yachts shall be subject to inspection after any race, and any yacht not in compliance with the Rules and Regulations shall be protested by the Race Committee. If such protest is sustained, the yacht shall be disqualified.

10.0 SKIPPER'S MEETINGS

10.1 The skipper, or a representative designated by the skipper, from each entrant shall attend the skippers meeting for each race entered and submit the yachts crew list at that time.

11.0 STARTING

11.1 Starting signals shall be announced at the Skippers meeting.

11.2 All divisions will start together unless announced differently at the Skippers meeting.

12.0 RECALLS

12.1 Individual recalls will be signaled in accordance with Rule 29.1.

12.2 General recalls will be signaled in accordance with Rule 29.2.

13.0 NIGHT FINISHING

13.1 When yachts finish any race during darkness, it is their responsibility to identify themselves to the Race Committee. Until a yacht makes certain she has identified herself, the committee shall not be responsible for recording her finishing position. It is suggested that during darkness, at least one minute before finishing, each yacht should shine a strong light on the sail number on the Race Committee side of the finish line. In the event that the Race Committee cannot man the finish line or a yacht is in doubt as to the presence of the Race Committee, the yacht shall take her own time. (See RRS, rule 34)

14.0 YACHTS ABANDONING RACE

14.1 A yacht, which has abandoned a race, should wear her ensign and keep well clear of yachts racing. The skipper must at the earliest possible opportunity, notify the Race Committee of this fact. Failure to give such notification will result in disqualification. The appropriate contact will be identified at each skipper's meeting.

15.0 PROTESTS

15.1 Protests must be made in accordance with the requirements of the RRS, and notice of intention to file a protest must be given orally to the Race Committee immediately upon finishing, if possible.

15.2 Protests must be filed in writing and submitted to either the host club's Race Committee or the LSYA Race Committee. Yachts filing a protest must include the location of protesting yacht and where the skipper may be contacted.

16.0 COMPLIANCE

16.1 Yachts will not be required to turn in a Compliance Certificate, but each skipper is on his honor to report to the Race Committee if his yacht or any crew member has violated any of the racing rules or conditions of the race. If any information to the contrary should become available prior to the presentation of trophies, the Race Committee shall hold an inquiry, and if it is found that a reasonable doubt exists as to whether a yacht fully complied with the rules or conditions, they shall turn all evidence together with a list of witnesses, over to the Protest Committee for a formal hearing as if a protest had been properly filed.

17.0 LOW POINT SCORING SYSTEM

17.1 The Low Point scoring system, rule A2, will apply.

17.2 There shall be 5 races for each class of which the best 4 for each yacht will be counted for her total points.

17.3 All classes will be scored separately and receive equal awards.

17.4 In the case of an unbreakable tie, the boat that beats the other in the last commonly sailed race wins the tiebreaker.

17.5 Offshore Series fleet split is based on each season's entries as received through registration for the first race and decided before the first race. As a guide, these were the class splits for the prior season:

- PHRF A Yachts with a rating of 100 or less
- PHRF B Yachts with a rating of 101 — 119
- PHRF C Yachts with a rating of 120 or greater