



2023 Labor Day Long Distance Race
Lake Canyon Yacht Club
NOTICE OF RACE

Date: September 3, 2023

Eligibility: This race is open to all boats with a PHRF number.

Racing Rules: This regatta will be governed by the Racing Rules of Sailing (RRS) 2021-2024, this Notice of Race except as any of these are modified by the current version of the Canyon Lake Sailing Instructions, and if sailing in a one design fleet, the applicable fleet rules. This event is classified as a category "A" event. Any additional information will be posted on the Official Notice window of the Clubhouse.

Scoring: Low point system. Boats that have not finished within one hour of the first boat of their respective class, or not finished within 5 hours from their respective start (the maximum time limit) will be scored DNF.

Proposed Classes: PHRF Spinnaker, PHRF Non-Spinnaker, and Trimaran with PHRF rating.

Races: One race is scheduled.

Courses: The race will be a Long Distance Race. A **pursuit start** will be used with highest PHRF rated boats starting first. The course and starting times will be distributed at the Super Dock. The course will depend on wind conditions, with distance to be set with the below "Target Finish Time" in mind.

Trophies: 1 – 3 boats = 1 trophy, 4 – 6 boats = 2 trophies, 7 or more boats = 3 trophies. All finishes will be posted on Regatta Network.

Schedule:

Sunday, September 3, 2023	08:00	End of Registration
	11:00	Skippers Meeting
	12:00	First Start
	16:00	Target Finish Time

Disclaimer of Liability: Competitors participate in the regatta entirely at their own risk. See RRS Part 1, #4, Decision to Race. 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. All skippers are required to read and agree to the Release and Waiver of Liability document when registering.

Insurance: Each participating boat shall be insured with valid third-party liability insurance.

Photography and Video Rights: All marks, pictures, audio and video recordings, graphic logos and service names contained herein or produced during the Regatta by or on behalf of the LCYC are the properties of the LCYC. No rights are granted to use pictures, graphic logos and service names without permission. Competitors give absolute right and permission for video footage or photographs of themselves or their boat to be published in any media for press, editorial or advertising purposes.

Entry Fees: Registration \$15.00 per boat.

Payment Method Options: Club charge, Paypal® or credit card.

NOTE: New TRAILER SAFETY REVIEW & CHECKLIST

LAKE CANYON YACHT CLUB TRAILER SAFETY REVIEW & CHECKLIST

Properly sized and installed Ball, Hitch, Coupler and Safety Chains are required for launching and recovery.

It is the responsibility of the owner/vehicle operator to understand the loads and install the proper Hitch, Ball, Coupler and Safety Chains and ensure that his/her boat does not become detached from the vehicle.

Here are some points and considerations gathered from TAC 37. 21.5 (d) and SAE J684 sec 7. These are not all inclusive and your boat and trailer may require additional safety measures.

If you are unsure of your Trailer and Boat combined Gross Vehicle Weight (GVW) then you should determine that to ensure that your Hitch, Ball, Coupler and Safety Chains are sufficient.

The Trailer's Ball Coupler should be sized to the Ball being used and property adjusted to minimize play and to prevent popping off. You should inspect the coupler and test it to ensure it is properly seated and attached. Use a Pin, Lock or Bolt to ensure that the Coupler locking lever is secured. Also ensure that the Ball is in good condition and properly bolted or attached to the Hitch. Ensure that the Vehicle Hitch Bolt and Locking Pin are secured.

Safety chains should be sized to fit the job. Each link/piece in the chain must have an ultimate strength of not less than the gross vehicle weight (GVW) of the items being towed. Over-rated chains are OK They should have no more slack than is necessary to permit the vehicle to turn properly and should be attached to the sides of the trailer tow bar, equal lengths on either side. The S hook style chains are not recommended although they might be sufficient for a light-weight trailer & boat. Gated Clevis Hooks with chains are preferred. The hooks should be clipped to the vehicle's frame, not the receiving hitch, in a crossed fashion (to act as a cradle for the tow bar in the event of accidental release). The hooks should be gated for a better connection. Avoid applications that alter the Hitch, Ball, Coupler, Chains and connections in any way. Welding, stretching links to accommodate bolts and twisting them to shorten the effective length reduces the overall chain strength. Safety Cables without additional Chains and Clevis Hooks are not recommended.

The following page is the trailer safety inspection checklist you will be asked to sign prior to launching your boat at the LCYC Ramp.

LAKE CANYON YACHT CLUB

TRAILER CONNECTION GENERAL CONDITION (circle one)

Surface rust	Y	N
Penetrating rust	Y	N
Are any chain links stretched	Y	N
Is chain welded or any links damaged	Y	N
Any signs of wear, stress or chain drag	Y	N
If S-hook, they are Gated	Y	N
Using Gated Clevis Hooks	Y	N
Equal distance on either side of tow bar	Y	N
Chains are Crossed (and not twisted)	Y	N
Securely attached to side or top of trailer	Y	N
Securely clipped to the vehicle frame	Y	N
Both trailer and boat are insured	Y	N

Owner/vehicle operator has completed the above checklist and certifies that the proper Hitch, Ball, Coupler and Safety Chains and Hooks have been installed and inspected.

Owner/vehicle operator

Date

Signature

Printed