



**2021 A Scow National Championship**  
Presented by the National Class A Scow Association  
and Pewaukee Yacht Club  
June 24 - 27, 2021  
Pewaukee, WI

**Notice of Race (NoR)**  
(version 05-27-2021)

**The Organizing Authority (OA) for this event is the National Class A Scow Association (NCASA).**

The notation ‘[NP]’ in a rule means that a boat may not protest another boat for breaking that rule. The notation ‘[DP]’ in a rule means that the rule is subject to a discretionary penalty which can be less than disqualification. This changes RRS 60.1(a).

**1 RULES**

**1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing*.

**1.2** RRS 44.1 is changed as follows: “Two-Turns” is replaced by “One-Turn”.

**1.3** ~~The following Prescriptions of US Sailing are the only prescriptions that will apply: RRS 32, 34, 60.3, 61.4, 63, 67, 70.5(a), 76.1, 81, 88.2 Appendix R and Appendix V2 will apply.~~

**1.4** Appendix T will apply

**1.5** In addition to other rules changed in this document, the following racing rules are changed:

**1.5.1** RRS 29.1 is changed as follows: ‘...with one sound. Additionally, as soon as practicable, the Race Committee will hail via the competitor VHF channel the list of boats identified that shall comply with RRS 30.1 and/or RRS 30.2. The flag...’

**1.5.2** RRS 30.3 and 30.4 add: “Additionally, the Race Committee may hail via the competitor VHF channel the list of boats identified as breaking RRS 30.3 or 30.4.”

**1.5.3** RRS 33 adds: “(d) Course bearing changes less than 5 degrees made before any

boat begins the leg may be made without signaling.

- 1.5.4 RRS 35 adds: If a finishing window is described in the NOR boats not finishing within the finishing window be scored by the Race Committee as TLE.
- 1.5.5 RRS A5 adds: “A5.4 A boat that is scored TLE by the Race committee shall be scored points for the finishing place two more than the number of boats that finished.
- 1.5.6 RRS A10 adds: TLE Finishing Window Time Limit Expired.

## 2 SAILING INSTRUCTIONS

- 2.1 The sailing instructions will be available after 0000 on 06-01-2021 at <https://yachtscoring.com/emenu.cfm?eid=14448>.

## 3 COMMUNICATION

- 3.1 The online official notice board is located at <https://yachtscoring.com/emenu.cfm?eid=14448>.
- 3.2 [DP] All boats shall carry a VHF radio capable of communicating on standard channels.
- 3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.4 [DP] While racing, 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 ELIGIBILITY AND ENTRY

- 4.1 The event is open to all Class A Scow boats that comply with NCASA specifications.
- 4.2 Boats may enter the event by registering online at <https://yachtscoring.com/emenu.cfm?eid=14448>.
- 4.3 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees, then complete the on-site check-in process the day of the event.

**5 FEES**

**5.1** Entry fees are as follows:

Class	Early Entry Fee until 05/28/2021	Standard Fee
Annual NCASA Membership		\$100
Entry Fee	\$400	\$500

**5.2** Other fees:

Social Activities: \$75 per person

*NOTE: At the time of the Notice of Race being published, Covid-19 restrictions are still in place and social activities are not possible. Updates will be provided to registered competitors as information is available. Should social activities be canceled, refunds will be offered.*

**6 ADVERTISING**

**6.1** Boats may be required to display advertising chosen and supplied by the organizing authority.

**7 SCHEDULE**

**7.1** Registration: Pewaukee Yacht Club

Date	From	To
06/24/2021	1500	1800

**7.2** Dates of racing:

Date		Time
Friday, 6/25/2021	Competitor Briefing VHF noted in SIs	0930
	First Warning Signal Additional races to follow	1100
Saturday, 6/26/2021	First Warning Signal Additional races to follow	1100
Sunday, 06/27/2021	First Warning Signal Additional races to follow	1100

7.3 The Sailing Instructions will define the process for changes to the race schedule.

7.4 On the last scheduled day of racing, no warning signal will be made after 1300.

## 8 EQUIPMENT INSPECTION

8.1 Each boat shall have a valid weight certification sticker which is in the front of the cockpit under the mast. Any request for re-weighing must be done in advance, in accordance with NCASA policy.

## 9 VENUE

9.1 NoR Addendum A shows the location of the racing area.

## 10 COURSES

10.1 The courses will be windward/leeward courses.

## 11 PENALTY SYSTEM

11.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11.2 RRS44.2 is changed to add after the first sentence: "However, if Mark 1a (offset) is set, a boat may take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a."

11.3 Appendix T applies as changed below:

11.3.1 RRS T1(b) is changed as follows: "A Post-Race Penalty is a 30% Scoring Penalty or 50% of the points between a boat's finishing position and the number of entries, whichever is less, calculated as stated in rule 44.3(c). However, Rule 44.1(a) applies.

11.4 Appendix V2 applies as changed below:

11.4.1 RRS V2(b) is changed as follows: "A Post-Race Penalty is a 30% Scoring Penalty or 50% of the points between a boat's finishing position and the number of entries, whichever is less, calculated as stated in rule 44.3(c). However, Rule 44.1(a) applies.

## 12 SCORING

12.1 One (1) race is required to be completed to constitute a series.

12.2 A boat's series score shall be the total of her race scores.

## 13 SUPPORT PERSON VESSELS

13.1 No accommodation will be made for launching, retrieving, or storing support person vessels.

## 14 RISK STATEMENT

14.1 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. Competitors and support persons participate in the event entirely at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or continue racing is hers alone.' By taking part in the event, each competitor agrees and acknowledges that:

14.1.1 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event. **Inherent in the sport of sailing is the risk of permanent catastrophic injury or death by drowning, trauma, hypothermia, or other causes.**

14.1.2 They are responsible for the safety of themselves, their crew, their boat and their other property while afloat or ashore;

14.1.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

14.1.4 By participating in any race, they are satisfied that their boat is in good order, complies with the class rules, is equipped to sail in the event and they are fit to participate

14.1.5 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities.

14.1.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

14.1.7 It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for that venue or event and to attend any safety briefing held for the event.

**15 INSURANCE**

**15.1** [NP][DP]Each participating boat shall be insured with adequate valid third-party liability insurance.

**16 PRIZES**

**16.1** Prizes will be given as follows: Top seven (7) finishers.

**16.2** Additional prizes may be given at the discretion of the organizing authority.

**17 AMENDMENTS TO THE NOTICE OF RACE**

**17.1** This NoR may be changed.

**17.2** Changes to the NoR will be posted to  
<https://yachtscoring.com/emenu.cfm?eid=14448>.

**18 FURTHER INFORMATION**

**18.1** For further information please contact:

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Addendum A - Sailing Area

