



63rd NCESA NATIONAL CHAMPIONSHIP REGATTA

Torch Lake, MI

September 10 - 12, 2021

SAILING INSTRUCTIONS

1. RULES

- 1.1 The Regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2 The National Class E Scow Association (NCESA) By-Laws Articles V (*Eligible Yachts*), VI (*Yacht's Number*), VII (*Recognized Events*), VIII (*Rules for Recognized Events*) and IX (*Trophies*) will apply and are available on the class web site.

Please note Article V111, #9 - No yacht while racing in a sanctioned event may have a paid hand for either skipper or as a paid member of the crew.

- 1.3 NCESA documents Part V (*Scantling Rules*) will apply and are on the class web site.

In order to be scored, an E-Scow entered in the regatta must have a clearly legible, current annual boat sticker attached to the transom. This is according to Class Scantling Rules. Every person who has a valid 'Boat Owner' membership in the NCESA receives this annual boat sticker.

- 1.4 Use of Floatation Panels will be at the discretion of the Race Committee PRO based on each day's forecast (see SI section 5.4 for notice).
- 1.5 Boats may be inspected by a class representative at any time during the regatta to ensure conformity with class rules.
- 1.6 The Sailing Instructions (SI's), including amendments, will take precedence in the case of a conflict with the Notice of Race (NOR). This changes RRS 63.7.

2. NOTICES TO COMPETITORS

- 2.1 The Race Committee will post notices and results on the “**Official Notice Board**” located online at: <https://yachtscoring.com/emenu.cfm?eid=14473>

3. RADIO COMMUNICATION

- 3.1 All competing boats are strongly encouraged to carry a hand held VHF radio for safety purposes and Race Committee communication.
- 3.2 **The Race Committee's VHF channel will be channel 72.**
- 3.3 Race Committee broadcasts concerning its intentions, the course to be sailed, starting times, course changes, OCS hails, etc. are a courtesy only. Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 62.1(a).
- 3.4 Except from the specified Race Committee VHF radio channel 72, no competitor shall receive any RC radio communication, either directly or from a third party, made from the Initial Warning Signal of any race to that race's conclusion, except in the case of an emergency. Information gathered on any other VHF channel or RC communication channel shall not be grounds for redress.
- 3.5 At 0930 on Saturday and 0830 on Sunday, the Race Committee will attempt to announce its intentions for the day on VHF channel 72.

In the event of an onshore Postponement, the Race Committee will make update announcements on the Race Committee VHF channel.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any changes will be posted by 0915 except that any changes in the Schedule of Races will be posted no later than one (1) hour after the protest time limit on the day before they take effect (SI 16.2). In the event of no racing on a day, any changes in the Schedule of Races will be posted no later than 1700 hours on the day before they take effect.
- 4.2 Oral changes to the Sailing Instructions may be given on the water. The Race Committee Signal Boat shall display Flag "L" and announce the change on the Race Committee VHF Channel 72 in accordance with RRS 90.2(c). Competitors may also approach the Signal Boat and verbally receive the change while Flag "L" is displayed.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the TLYC flagpole.
- 5.2 Flag "L", when displayed ashore signifies that a change in Sailing Instructions has been posted on the Official Notice Board on the Yachtscoring Nationals' web page.
- 5.3 Flag "AP" when displayed ashore means the start has been postponed. The Warning Signal will be made not less than 45 minutes after the lowering of this signal. This changes RRS Race Signal.
- 5.4 Flag "F", when displayed ashore signifies NCESA approved flotation panels shall be installed for all races that day. **If Flag “F” is displayed on the TLYC flagpole, it will be done so by 0915 on Friday and Saturday, and by 0830 on Sunday.**

6. Schedule

Thursday, September 9

12:00 - 7:00 Registration

No practice race is planned.

Friday

7:45 – 8:30am Registration

8:45am Competitors' Meeting

11:00 Initial Warning Signal (3 races planned)

6:00 NCESA hosted party with Hors d'oeuvres & drinks (at TLYC)

NCESA Annual Membership Meeting (at TLYC)

Post-race Debrief by the day's top competitors (come learn their secrets!)

Saturday

11:00 Initial Warning Signal (3 races planned)

6:30 Nationals Banquet (at Shanty Creek Resort)

Sunday,

10:00

After racing

Initial Warning Signal (2 races planned)

Awards Presentation

- 6.1 Eight (8) races are scheduled. The Race Committee may run fewer races at its discretion. There will be no more than three races held per day. Two races on Sunday will be attempted based on the weather conditions at the discretion of the Race Committee.
- 6.2 On the final day of the regatta, the Warning Signal for the final race will not be made after 1:30pm unless the required three races have not been completed. If an additional race is needed to have three completed races, the Warning Signal for the last race may be made up to 2:00pm.

7. RACING AREAS

- 7.1 Racing will take place on Torch Lake.

8. THE COURSES

- 8.1 Courses are described below and in "ADDENDUM #1 - COURSE ILLUSTRATIONS":

COURSE # 3 - Start - W - OS - Gs / Gp – Finish (Windward)

COURSE # 4 - Start - W - OS – Gs / Gp - W - OS – DL – Finish **(Dog Leg Finish)**

COURSE # 5 - Start - W - OS - Gs / Gp - W - OS - Gs / Gp – Finish (Windward)

COURSE # 6 - Start - W - OS - Gs / Gp - W - OS - Gs / Gp - W - OS - DL – Finish **(Dog Leg Finish)**

COURSE # 7 - Start - W - OS - Gs / Gp - W - OS - Gs / Gp – W - OS - Gs / Gp - Finish (Windward)

- 8.2 The Windward Mark (W) and the offset mark (OS) shall be left to port. In the event of a Change of Course, the new weather mark will not have an offset mark.

8.3 **In courses 4 and 6, for the final mark rounding, boats shall round Dog Leg Mark (DL) to port and then proceed to the finish line.** (See ADDENDUM 1 – COURSES)

8.4 Courses and the approximate magnetic compass bearing from the starting line to the first mark will be displayed on the Signal Boat approximately with or before the Warning Signal of each race.

8.6 Once a race is started, the number of legs shall not be changed.

9. MARKS (robotic “Mark-Bots” are being used)

9.1 The Windward Mark (W) will be an orange mark.

9.2 The Windward Offset Mark (OS) will be a green mark.

9.3 Marks “Gs / Gp” (Leeward Gate) will be orange marks.

9.4 Mark “DL” (the dog leg turning mark) will be an orange mark.

9.5 When having signaled a change for next windward leg of the course at the gate (SI Section 12), the new Windward mark will be a green mark. When in a subsequent change the new mark is replaced, it will be replaced by the original orange mark.

There will not be an offset mark used for any change of course.

9.6 In the event a mark is not on station, a committee boat will be on station displaying flag “M”.

If only one of the Leeward Gate marks is missing, boats shall round the one existing leeward mark to port.

9.7 When using mark-bots, routine movement of these marks on the course will not be grounds for redress. This includes mark bots making movements caused by changing windage, marks returning to station after having been pushed away by a competitor, and collisions with marks that do not cause damage. RRS 31 still applies.

10. THE START

10.1 Races will be started in accordance with RRS 26. (See the attached Addendum #2 for the RC’s “Intentions and Expectations for Starting”).

10.2 The class flag will be the E Scow Insignia flag.

Flag “R” (red and yellow) may be substituted for the E Scow flag.

Continued....

10.3.1 The starting line may be either a “one part starting line” OR a “two part starting line using a mid line boat” as follows:

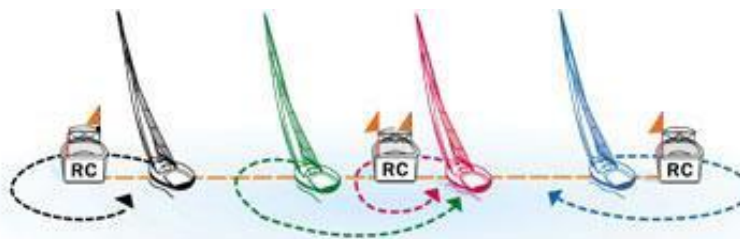
a) ONE PART STARTING LINE: The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and a staff displaying an orange flag on a port end Line Boat.

b) TWO (2) PART STARTING LINE: The starting line will consist of three RC boats: port end line boat, mid-line boat and the Signal Boat at the starboard end of the line.

This starting line will be two line segments: one between a staff displaying an orange flag on the mid-line boat and a staff displaying an orange flag on the port end line boat, the other between a staff displaying an orange flag on the mid-line boat and a staff displaying an orange flag on the starboard end line boat.

10.3.2 In the event that the port end line boat is not on station, it will be replaced by an orange mark.

10.3.3 When RRS 30.1 Round-an-End Rule is in effect with a Two (2) Part Starting Line, boats subject to this rule shall thereafter either: (a) sail from the course side across an extension of the starting line beyond either the port- or starboard-end line boat to the pre-course side before starting, or (b) round the mid-line boat before starting, leaving it to port. This changes RRS 30.1 (see diagram below)



10.4 The Race Committee may deploy an orange ball off the transom of the Signal Boat. This buoy shall be considered an extension of the Signal Boat. No boat shall sail between the buoy and the Signal Boat. If a boat touches the Orange Ball, it is considered that the Signal Boat has been hit and a 1 turn penalty shall be completed.

11. RECALLS

11.1 Boats subject to individual recall under RRS 30.1 may be broadcast on the VHF Channel 72 as a courtesy.

11.2 The Race Committee will attempt to notify boats subject to 30.3 (U Flag) and 30.4 (Black Flag) on VHF Channel 72 prior to the first weather mark.

11.3 In the event of a General Recall during a Black Flag start or abandonment after the start, the RC shall display sail numbers of boats identified under RRS 30.4 before the next Warning Signal and will attempt to notify these boats by VHF channel 72.

12. CHANGING THE NEXT LEG OF THE COURSE

- 12.1 When having signaled a change for next WINDWARD mark of the course at the gate, the new weather mark will be a green mark.

When in a subsequent change a new weather mark is replaced, it will be replaced by the original orange mark.

***** In the event of any change of course to a new weather mark, there will NOT be an offset mark (OS) used with the new weather mark.**

- 12.2 When having signaled a change for next LEEWARD leg of the course, the race committee will move the original gate marks, or Mark DL and the finishing line, to a new position.

- 12.3 If a boat(s) is well behind the leaders and they have not rounded the gate marks before they are moved by the RC for mark DL and the finishing pin, they shall round a committee boat displaying flag M at the original gate mark's location.**

13. FINISH

- 13.1 For courses 4 and 6, the Finish Line will be between a staff displaying a blue flag on the Race Committee Boat and an orange mark located to LEEWARD of the Race Committee Boat end of the finish line.
- 13.2 For courses 3, 5 and 7, the Finish Line will be between a staff displaying a blue flag on a Race Committee Boat (Finishing Boat) and a nearby green mark to port of the Finishing Boat.
- 13.3 In the event a mark-bot finish pin is not on station, a committee boat will be on station displaying flag "M".
- 13.4 Flag A displayed with no sound while boats are finishing means "No more racing today" if less than the scheduled number of races for the day.
- 13.5 If a boat is well behind the fleet at the Gate marks, the Race Committee may give that boat a "position established finish" and have them stay in the starting area waiting for the next race.

14. PENALTY SYSTEM

- 14.1 RRS 44.1 and 44.2 are changed so that the penalty shall be a one turn penalty including one tack and one gybe.
- 14.2 Penalties within 3 boat lengths of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.
- 14.3 The penalty, if any, for a violation of a rule other than a rule of RRS Part 2 and RRS 31 will be at the discretion of the Protest Committee and may be other than disqualification. This changes RRS 64.1(a).
- 14.4 Post Race Penalties: RRS Appendix V2 shall be in effect.

15. **TIME LIMITS**

- 15.1 Any race in which no boat rounds the first windward mark within 30 minutes of the start, or finishes within two hours of the start shall be abandoned.
- 15.2 A boat that has not started within 10 minutes of her starting signal shall be scored DNS. This changes RRS 63.1, A4 and A5.
- 15.3 Boats failing to finish within 45 minutes after the first boat sails the course and finishes (TLE) will be scored two additional points more than the number of boats that finished within that time. This changes RRS 63.1, A4 and A5.3.

16. **PROTESTS AND REQUESTS FOR REDRESS**

- 16.1 Protest forms will be available at the Protest Desk at the clubhouse.
- 16.2 The protest time limit is forty five (45) minutes after the Race Committee Finish Boat docks. This time will be posted at the Protest Desk. Protest hearings will be conducted as soon as possible.
- 16.3 Notices will be posted no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties to or named as witnesses. It is each boat's sole responsibility to check the Protest Notice Board to see if she is cited in a protest. Should any party fail to appear when called for a hearing, the Protest Committee may proceed in accordance with RRS 63.3(b). Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the protest hearing room until excused by the Protest Committee.
- 16.4 Group 3 crew, who are not registered skippers or drivers, are not allowed in the protest room or to be in contact with the representative in the protest room. This adds to RRS 63.3 (a).
- 16.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 16.6 After the Race Committee posts the results on the Official Notice Board on Yachtscoring.com, a request for redress based on being scored UFD or BFD shall be made no later than 30 minutes after the protest time limit. This changes the first sentence of RRS 62.2.
- Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.7 The US Sailing prescriptions for RRS 63.2 and 63.1 shall not be in effect for this event. This changes RRS 63.

17. SCORING

17.1 Eight (8) races are scheduled.

17.2 Three (3) races are required to be completed to constitute a series.

17.3 The Low Point Scoring System, as provided in *RRS* Appendix “A” shall apply, except as modified as follows:

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.

18. PRIZES

18.1 Awards will be as specified in the NCESA By-Laws Article IX.

18.2 To support youth sailing, in addition to the Youth Trophy, the youth winner shall also receive a \$200 gift card as part of the award.

18.3 Service trophies will also be presented at the award ceremony.

19. SAFETY REQUIREMENTS

19.1 When Flag “Y” is displayed on the Signal Boat, *RRS* 40 (Lifejackets) applies at all times while afloat.

19.2 Boats that retire from a race or leave the race course between races shall promptly report this to the Race Committee on Race Committee VHF channel 72 or when back on shore, by TEXT to (562) 305 – 6424.

19.3 Boats not intending to leave the harbor for the day's racing shall report this to the Race Committee by TEXT to (562) 305 – 6424.

20. Replacement Of Crew

20.1 Each yacht must keep the same crew throughout the regatta. Variation in crew from day to day will only be accepted if declared by the end of the Registration time, and adhered to exactly. In the event of an emergency causing a crew person to be unable to continue sailing, a substitute crew may be used after obtaining the permission of the Protest Committee.

21. SUPPORT AND SPECTATOR BOATS

21.1 Each competitor (skipper) shall register any support and / or spectator boat affiliated with their boat in any way with the OA (Julie Navin) during Check-in.

21.2 Individual support and spectator boats shall not approach closer than 75 meters to any boat that is racing, except at the finish line where they shall not approach closer than 100 meters to the finish line.

21.3 A competitor who approaches a support or spectator boat to talk or to transfer any items must do so at least 100 meters clear of the starting and finishing lines or from boats racing.

21.4 No support or spectator boats shall cause a noticeable wake on the race course by cutting corners while moving from one end of the course to the other end of the course.

- 21.5 **Support and spectator boats are required by the Race Committee to monitor the Race Committee VHF Channel 72 and shall abide by all Race Committee instructions.** In addition, they shall provide assistance to any competitor in danger if notified to do so by the Race Committee.
- 21.6 The Race Committee reserves the right to make additional rules for support boats at any time during the regatta.
- 21.7 The Race Committee may restrict a support boat that violates any of the above stated rules to an area below the starting line for period of time. A competitor, whose support boat has violated any of the above stated rules more than once, may be subject to protest by the Race Committee. The Protest Committee may impose penalties for these breaches equal to or less than a disqualification.
- 22. Competitor's Boats and Equipment**
All competitors and their crew shall respect all other competitors' boats and equipment and shall not in any way adjust or horseplay with another competitor's boat. Any violations of this SI may be reported to the Protest Committee.
- 23. DISCLAIMER OF LIABILITY**
- 23.1 Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 3, Decision to Race. In the case of a competitor less than eighteen years of age, his/her parent or legal guardian is so responsible.
- 23.2 The Organizing Authority (NCESA), Torch Lake Yacht Club, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official accepts no responsibility for any loss, damage, injury, death or inconvenience incurred, in conjunction with the regatta, however caused. By participating in this event, each competitor, or in the case of minors, each competitor's parent or guardian agrees to release the Regatta Organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

For more information:

Regatta Chair:	Casey Christensen	casey.j.christensen@gmail.com	(614) 557 - 8505
Registration / Class Information:	Julie Navin	ncesa@e-scow.org	(262) 325 - 1154
Nationals PRO:	Bruce Golison	bruce@golison.com	(562) 305 - 6424
Chief Judge	Jim Walsh	networksupport@cgschools.org	(732) 995-9446

ADDENDUM #1 - COURSE ILLUSTRATIONS

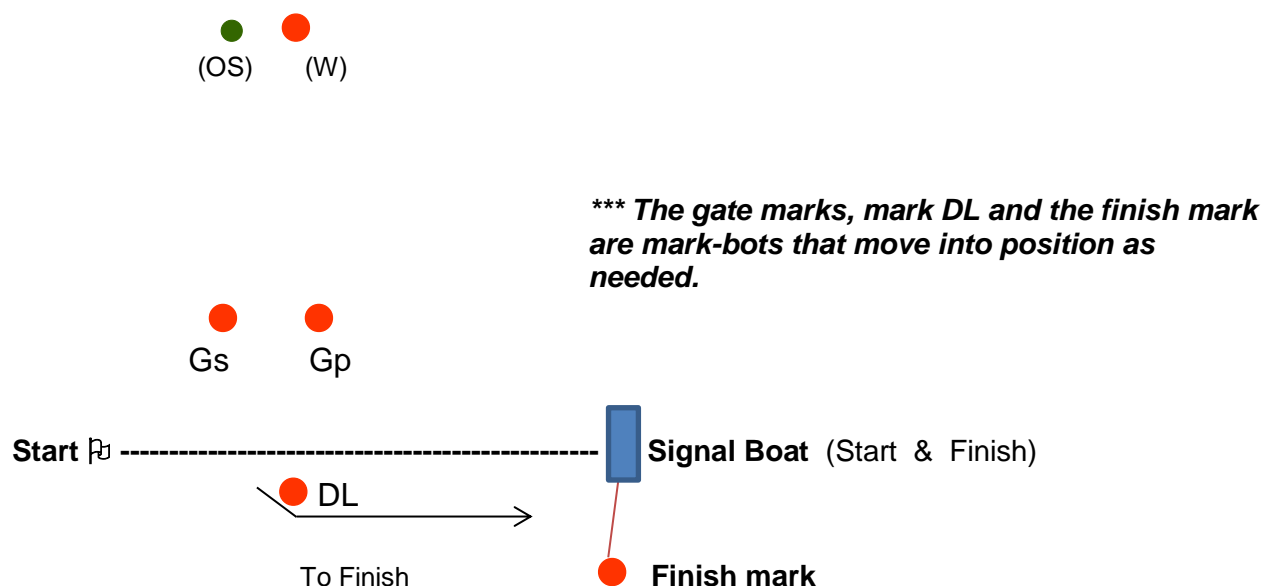
All rounding marks shall be left to port, except Mark Gs / Gp which is a gate.

COURSE 4 ("Dog Leg" Leeward Finish)

Start - W - OS - Gs / Gp - W - OS - DL – Finish

COURSE 6 ("Dog Leg" Leeward Finish)

Start - W - OS - Gs / Gp - W - OS - Gs / Gp - W - OS - DL – Finish



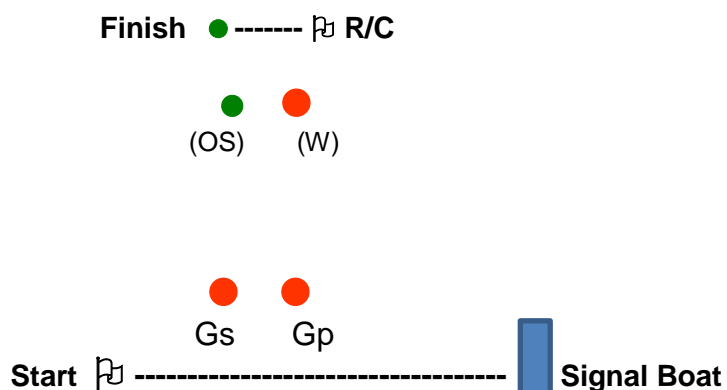
(Midline starting boat not shown. See SI 10.3.2 for diagram).

COURSES 3, 5 and 7 (Windward Finish)

COURSE 3 - Start - W - OS - Gs / Gp - Finish

COURSE 5 - Start - W - OS - Gs / Gp - W - OS - Gs / Gp - Finish

COURSE 7 - Start - W - OS - Gs / Gp - W - OS - Gs / Gp - W - OS - Gs / Gp - Finish



ADDENDUM #2

“Intentions and Expectations” at the E Scow Nationals

In an effort to ensure that all competitors at the E Scow Nationals have a clear understanding of how the races will be conducted, the following are a few of the Race Committee’s “Intentions and Expectations” for running the races. Failure to observe these intentions are not grounds for redress.

1. **“Mark-Bots”** - Due to the deep water at Torch Lake, the RC will be utilizing GPS coordinated “Mark-Bots” for the marks. Please keep in mind that these marks can make movements on their own caused by a changing windage, marks returning to station after having been pushed away by a competitor, and collisions with marks that do not cause damage. See SI 9.8.

In addition, there may be a time when an individual Mark-Bot loses its GPS signal and begins to wander. A RC mark boat will either anchor the mark or be on station with a “M” flag displayed. Please read the SI’s which cover this.

2. Starting Line:

With the three starting line boats anchoring in up to 300 feet of water and as much as 700 feet of anchor line out, the RC will be setting up the starting line earlier than normal and will have much less ability to adjust the line axis when set. At the start, the starting line axis to the wind will not necessarily be as it was when originally set due to wind oscillations. The key component of whether it is a fair starting line is left to the judgement of the race committee (**A “square line” is NOT a requirement of a fair starting line**).

3. Starting Flags:

Flag “I” preparatory signal MAY be used as long as the fleet is able to have starts with limited general recalls. Use of the I flag preparatory signal is at the race committee’s discretion.

If the race committee is satisfied that a General Recall was NOT the result of an unfair starting line or a race committee error, it may use the U and / or Black flag preparatory signal for any subsequent starts.

In the event of a General Recall on a U Flag or Black flag start, the race committee may signal a General Recall up to 60 seconds or more after the starting signal to help facilitate identifying as many OCS boats as possible.

4. **Regardless of the starting line angle to the wind, it is the responsibility of all competitors to start legally. Keep in mind that the accuracy of your Velocitec “pings” can vary 3 to 4 meters based on GPS functionality and the movement of the ends of the starting line. (not to mention the accuracy of your own pings which are often over the line)**

On behalf of the E Scow Class and the race management team, good luck and fair sailing,

Bruce Golison – NCESA PRO