

2022 NCESA NATIONAL CHAMPIONSHIP REGATTA

Lake Minnetonka, MN

September 9 - 11, 2022

SAILING INSTRUCTIONS

The Official Notice Board is on the Yacht Scoring event web page. See SI 2.1

To receive “courtesy” updates for race and regatta notices, all Skippers, Crews, Race Committee and Regatta Volunteers can receive E Nationals updates by text.

Sign up by texting: **2022ENats** to 74121.

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 Flotation Panels will be at the discretion of the Race Committee PRO based on each day's forecast. (See SI 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=14886>**

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 radio channel will be VHF 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.**
- 3.5 At 0900 on Saturday and Sunday, the Race Committee will attempt to announce its intentions for the day on VHF 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 Code Flag "L" and announce the change on the Race Committee VHF Channel in accordance with RRS 90.2(c). Competitors may also approach the Signal Boat and verbally receive the change while Code Flag "L" is displayed.

5. SIGNALS MADE ASHORE Regatta updates – including postponements, & F Flag notification will be made by Text messages. All sailors must sign up by sending text message. Send this text message: '2022ENats' to 74121.

- 5.1 Signals made ashore will be displayed from the MYC flagpole on Lighthouse Island.

- 5.2 Code Flag "L", when displayed ashore signifies that a change in Sailing Instructions has been posted on the Official Notice Board on Yacht Scoring.
- 5.3 Code Flag "AP" when displayed ashore means the start has been postponed. The Warning Signal will be made not less than 60 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 MYC Flagpole on Lighthouse Island, it will be displayed by 0930 on Friday, and by 0830 on Saturday and Sunday.

6. SCHEDULE

Thursday, June 10th

- 12:00 - 7:00 Registration at Deephaven City Hall
- 3:00 Practice Race (Weather Dependent). An announcement will be made at 1:30 on RC VHF channel 72 as to the RC's intentions.

Friday, June 11th

- 7:45 – 8:30am Registration
- 9:30 Competitors' Meeting
- 11:00 Initial Warning Signal (3 races planned)

After Racing NCESA sponsored LEAN IN party and Annual Membership Meeting

Saturday, June 12th

- 10:00 Initial Warning Signal (3 races planned)
- 6:30 Nationals Banquet at Light House Island

Sunday, June 13th

- 10:00 Initial Warning Signal (2 races planned)
- After racing Awards Presentation at Deephaven Elementary School.

- 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 To alert boats that a race will begin soon, the Orange Line Flag **on the Signal Boat** will be displayed with multiple sounds at least four minutes before the Warning Signal is displayed. An orange flag will not be displayed on the leeward or mid-line starting line boats until they are anchored.
- 6.3 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 Lake Minnetonka.

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)**

8.3 The Windward Mark (W) and the offset mark (OS) shall be left to port.

8.4 **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 – COURSE ILLUSTRATIONS)

8.5 If one of the Leeward Gate marks (Gs / Gp) is missing, boats shall round the one existing leeward mark to port.

8.6 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.

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

9. **MARKS**

9.1 The original Windward Mark (W) will be an orange inflatable buoy.

9.2 The Windward Offset Mark (OS) will be an orange ball.

9.3 Marks "Gs / Gp" (Leeward Gate) will be orange inflatable buoys. The Gate marks may be put in after the starting signal.

9.4 Mark "DL" (the dog leg turning mark) will be a green inflatable buoy.

9.5 When having signaled a change for next leg of the course (SI Section 12), the new mark(s), will be an orange inflatable buoy(s).

9.6 In the event that the starting pin end boat is not on station, it will be replaced by a yellow inflatable buoy.

9.7 The Finish Line pin buoy on windward finishes will be a yellow inflatable buoy.

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").

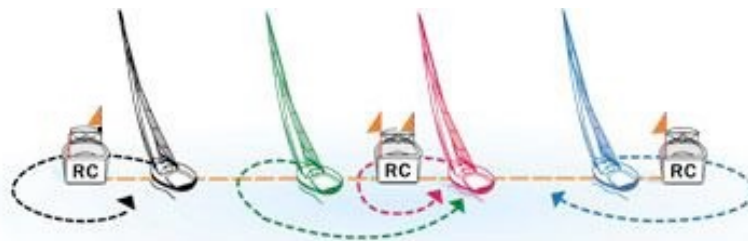
10.2 The class flag will be the E Scow Insignia flag.
A white flag with a black 'E' may be substituted for the E Scow flag.

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 or an orange inflatable mark.
- 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. In the event that the port pin end boat is not on station, it will be replaced by an orange inflatable mark.

- 10.3.2 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 and/or the Mid-line Start 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 and STARTING PENALTIES**

- 11.1 Boats subject to individual recall under RRS 30.1 may be broadcast on the VHF Channel 72 as a courtesy. The RC will attempt to broadcast the boats that are OCS twice. It will not alter the list based on a boat's actions subsequent to the start.
- 11.2 The Race Committee will attempt to notify boats subject to 30.3 (U Flag) and 30.4 (Black Flag) on the VHF Channel 72 prior to the first weather mark.
- 11.3 If a boat is disqualified in a start using RRS 30.4 (Black Flag Rule) her disqualification shall not be excluded in calculating her score. She shall be scored DNE. This changes RRS 30.4
- 11.4 Individual and General Recall flags will be displayed on the RC signal boat in accordance with RRS 29 and 30.1 and may be displayed by the port end boat as a courtesy. This changes RRS 29.1, 29.2 and 30.1.

12. CHANGING THE NEXT LEG OF THE COURSE

- 12.1 If the signaled change is for a windward leg, the new windward mark will be a yellow inflatable buoy (with the offset mark (OS) being an orange ball), unless the change is for the final leg of Courses 3 and 5 which in that case, the finish line will be in the new position.
- 12.2 If the signaled change is for a leeward leg, the new gate marks will be yellow inflatable buoys unless the change is for the final leg of Courses 4 and 6, which in that case, the green mark "DL" and the Finish line will be in the new position.

13. FINISH

- 13.1 For courses 3 and 5, the Finish Line will be between a staff displaying an Orange flag on a Race Committee Boat and a nearby yellow inflatable buoy. This changes Race Signals
- 13.2 For courses 4 and 6, the Finish Line will be between a staff displaying an Orange flag on the Race Committee Boat and a yellow inflatable buoy located to LEEWARD of the Race Committee Boat end of the finish line. This changes Race Signals
- 13.3 Code Flag A displayed with no sound while boats are finishing means "No more racing today."

14. PENALTY SYSTEM

- 14.1 RRS 44.1 and 44.2 are changed as so 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 5 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 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 requests and scoring inquiries shall be filed at <https://bit.ly/SailHearing>
- 16.2 The protest time limit is forty five (45) minutes after the last boat finish time in the final race of the day. This time will be posted at the online protest link noted in SI 16.1 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 OCS, 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 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 and receive acknowledgement. If this is not possible, they shall promptly report her actions upon returning to shore to Scott Smith @ 612-501-7242.

19.2 Boats not intending to leave the harbor for the day's racing shall report this to the Race Committee on the Race Committee VHF channel 72 and receive acknowledgement. If this is not possible, they shall promptly report her actions upon returning to shore to the regatta scorer Scott Smith @ 612-501-7242.

20. REPLACEMENT OF CREW

20.1 The number of persons comprising the crew is minimum 3, maximum unlimited, but each yacht shall sail the entire regatta with the same individuals and number of crew members that are declared at the close of registration, except for unusual situations when the jury of the event may, at its discretion, authorize a substitution. The underlying concept being to prevent "strategic" changing of crew following the close of registration.

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), Minnetonka Yacht Club, 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 Co-Chair:	Ben Burgum	ben-burgum@hotmail.com	612-720-4540
Registration / Class Information:	Julie Navin	ncesa@e-scow.org	262-325-1154
Nationals PRO:	Blake Middleton	myc@aol.com	612-991-2727
Chief Judge	Jim Walsh	networksupport@cgschools.org	732-995-9446

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ADDENDUM #1 - COURSE ILLUSTRATIONS

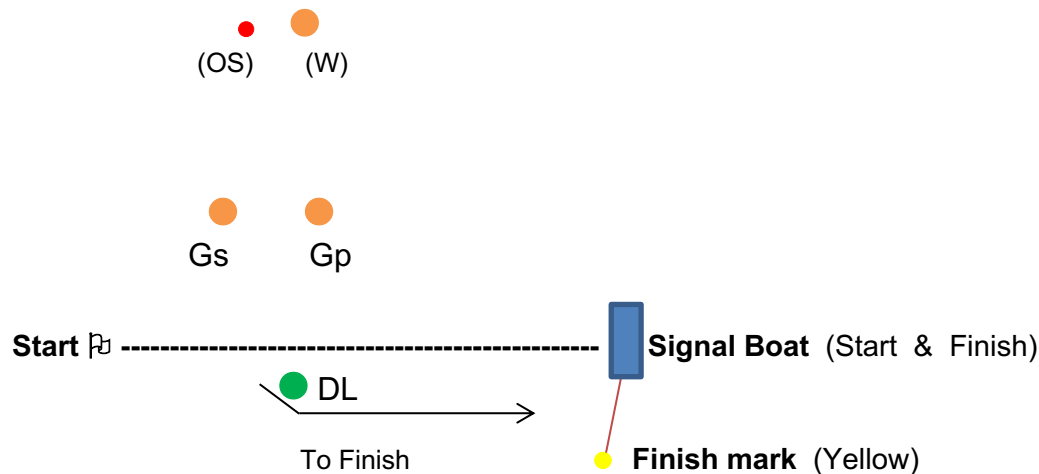
All rounding marks shall be left to port, except Mark Gs / Gp which is a gate.

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



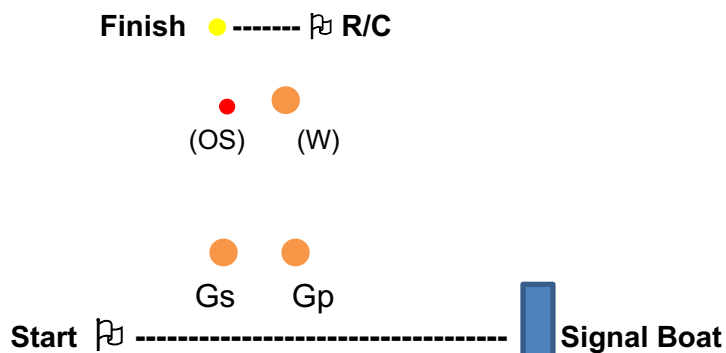
(Midline starting boat not shown. See SI 10.3.2 for diagram).

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” for Starting 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 starts will be conducted, the following are the Race Committee’s “Intentions and Expectations” for starting the races. Failure to observe these intentions are not grounds for redress.

1. Races will not be started in less than an average of 4 knots of wind over the majority of the course.

Races will not be started in excess of 25 knots. This limit may vary depending upon water conditions and rapid changes in velocity.

2. Starting Flags:

Code 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.

3. Starting:

The race management team may postpone a race during the starting procedure if the mean wind substantially shifts or in the event other influences cause boats to bunch at one end of the start line making for an unfair starting line. In an oscillating wind, the race committee will endeavor to lay a starting line based on the mean oscillations expected.

In the event a General Recall has been caused by an extremely biased angle of the starting line, the race committee may adjust the starting line and have another attempt using the same preparatory signal.

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**).

The starting line axis may not necessarily be the same as the course axis based on the average wind oscillations on the whole race course.

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 starting line “pings” can vary as much as 3 to 4 meters based on GPS functionality and the movement of the RC boats on the starting line, plus the accuracy of a boat’s own “pings” which are often over the line.**