



56th NCESA NATIONAL CHAMPIONSHIP REGATTA

Crystal Lake Yacht Club, MI

September 4 – 7, 2014

SAILING INSTRUCTIONS

1. RULES

- 1.1 The 2014 NCESA National Championship Regatta will be governed by the *rules* as defined in the current 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.
- 1.3 NCESA documents Part V (*Scantling Rules*) will apply and are on the class web site.
- 1.4 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.
- 1.5 Competitor advertising shall conform to the current ISAF Regulation 20 rules.
- 1.6 Use of Floatation Panels will be at the discretion of the Race Committee PRO based on each day's forecast (see SI section 5.3 for notice).
- 1.7 All safety equipment as required by the NCESA class rules shall be on board while racing. Anchor and line is not required to be carried.

2. NOTICES TO COMPETITORS

- 2.1 The Race Committee will post all notices and results on the regatta website located at: www.yachtscoring.com/emenu.cfm?eID=893

Notices to competitors will also be posted on the official notice board located on the CLYC windows.

3. RADIO COMMUNICATION

- 3.1 All competing boats are 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 **71**.
- 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 rule 62.1(a).
- 3.4 Except from the specified Race Committee VHF radio channel 71, no competitor shall make or receive radio or cell phone communications commencing from the Warning Signal of any race to that race's conclusion, except in the case of an emergency.
- 3.5 On Saturday and Sunday morning, the Race Committee will attempt to announce its intentions for the day on the Race Committee VHF radio channel 71 at 0900.
- 3.6 In the event of an onshore Postponement, the Race Committee will make update announcements on the Race Committee VHF radio channel.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any changes will be posted by 0930 on the day they will take effect, except that any changes in the Schedule of Races will be posted no later than one (1) hour after the latest 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 rule 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

- 5.1 Signals made ashore will be displayed from the CLYC flagpole.
- 5.2 Code Flag "L", when displayed ashore signifies that a change in Sailing Instructions or other notice to competitors has been posted on the Official Notice Board.
- 5.3 Code Flag "F", when displayed ashore before 0930, signifies that NCESA approved flotation panels shall be installed at the head of the mainsail for all races that day.

- 5.4 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 ashore.

Following lowering onshore, Code Flag "AP" will then be displayed on the Signal Boat and shall be lowered, with a sound signal, one (1) minute before the Warning Signal.

- 5.5 Code Flag "N" over "A" and 3 sounds when signaled ashore means that all racing is abandoned for today.
- 5.6 Code Flag B (Bravo) hoisted with one sound signal signifies 45 minutes before the end of the protest time limit. When lowered with one sound signal, the Protest time has ended. This changes RRS race signals.

6. SCHEDULE

6.1 Thursday, September 4

12:00 – 8:00	Registration
4:00	Practice Race

Friday, September 5

7:45 – 8:30	Registration
8:45	Skipper's Meeting
11:00	Initial Warning Signal
6:00	CLYC Perch & Rib Dinner with Jonny Mogambo

Saturday, September 6

9:00	NCESA Annual Membership Meeting
11:00	Initial Warning Signal
6:30	NCESA Banquet at Statton Hill Farm with the Benzie Playboys

Sunday, September 7

10:00	Initial Warning Signal
After Racing	Trophy Presentation

- 6.2 Seven (7) races are scheduled. The Race Committee may run fewer races at its discretion. There will be no more than three races held per day.
- 6.3 The Race Committee Finishing Boat will signal its intent to start another race that day by displaying Code Flag "R" at the finish of a race. Code Flag "R" will be lowered with one sound, five minutes before the next Warning Signal is made.
- 6.4 In the event that more than two races are to be held back to back, there will be a short break between the second and third race of the day to allow for a bathroom break.
- 6.5 On the final day of the regatta, the Warning Signal for the final race will not be made after 1:00pm unless the required three races have not been completed. If an additional race or races are needed to have three completed races, the Warning Signal for the last race may be made up to 2:30pm.

7. RACING AREAS

7.1 Racing will be held on Crystal Lake.

8. THE COURSES

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

8.2 Course Designations:

COURSE # 3 - Start - W - OS - Leeward Gate - Finish

COURSE # 4 - Start - W - OS - Leeward Gate - W - OS - Finish

COURSE # 5 - Start - W - OS - Leeward Gate - W - OS - Leeward Gate - Finish

COURSE # 6 - Start - W - OS - Leeward Gate - W - OS - Leeward Gate - W - OS - Finish

8.3 Except when there is a change of course or major windshift:

(a) the finish for course 4 and 6 will be to leeward of the Gate; and

(b) the finish for courses 3 and 5 will be to windward of Mark W.

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

8.5 Courses will be posted on a Race Committee Signal Boat course board prior to the Warning Signal of each race. The number of the course to be sailed, the approximate magnetic compass bearing, and distance from the starting line to the first mark will be displayed. (This changes *RRS 27.1*)

EXAMPLE: COURSE BOARD DISPLAYED ON R/C SIGNAL BOAT	
Course:	4
Distance:	1.0
Bearing:	120

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

9. MARKS

9.1 The original Windward Mark (W) will be a yellow inflatable mark.

9.2 The windward offset mark (OS) will be an orange ball. The offset mark will be laid to port of the Windward Mark, approximately 250 feet away.

9.3 A Leeward Gate will be used and the original Leeward Gate will be yellow inflatable marks. The Gate may be put in after the starting signal.

9.4 When changing the next leg of the course (SI Section 12), the new mark(s), unless the change is for the final leg of course, will be an orange inflatable mark. In the event of a subsequent change of course other than to the finish, the new mark will be the original yellow mark.

9.5 The Gate will be located to windward of the Starting Line. Boats shall sail between the Gate marks from the direction of the previous mark and round either Gate mark. If one of the Leeward Gate marks is missing, boats shall round the one existing leeward mark to port.

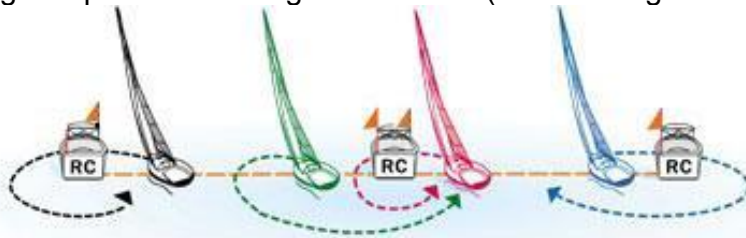
10. THE START

- 10.1 Races will be started in accordance with *RRS* 26.
- 10.2 The class flag will be the E Scow Insignia flag. Numeral pennant #1 (white pennant with a red dot) may be substituted for the E Scow flag.
- 10.3 *RRS* 30.1 shall be in effect unless a signal is made to invoke *RRS* 30.2 or 30.3.
- 10.4 Penalties as provided for in 30.2 (Z Flag) and 30.3 (Black Flag) shall not be in effect if the race is a General Recalled start or has been abandoned and later resailed. This changes *RRS* 30.2 and 30.3.
- 10.5 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 inflatable orange 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 inflatable mark.

- 10.6 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 the diagram below).



- 10.7 An inflatable buoy may be tethered to the stern of the committee boat(s) and will function as an extension of the Race Committee boat. Boats shall not pass between the Race Committee vessel and an inflatable buoy tethered to it.

11. RECALLS

- 11.1 In the event of an individual recall or for boats disqualified under Rule 30.3, the race committee will attempt to hail the sail number of boats that are identified as OCS on the Race Committee VHF radio channel **71**. Failure of a boat to see or hear her recall notification, and the timing and order of such hails, or the length of time it takes to make a notification on the Race Committee VHF channel will not be grounds for redress. (This is in addition to and changes *RRS* 29.1, 30.3 and 62.1 (a).)

- 11.2 The Race Committee may not alter its OCS hail list based on a boat's actions subsequent to the start.
- 11.3 The Race Committee may hail the sail numbers of boats that are over the line in the last one (1) minute of the starting sequence after the I and/or Z Flag has been lowered. Failure of a boat to hear her recall notification, and the timing and order of such hails will not be grounds for redress. (This changes RRS 29.1 and 62.1 (a).)
- 11.4 The Individual Recall flag will be displayed until all boats have started properly, but no later than five (5) minutes after the starting signal. This changes rule 29.1.

12. CHANGING THE NEXT LEG OF THE COURSE

- 12.1 If the change is for a windward leg, the new mark will be an orange inflatable mark, 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. In the event of a subsequent change of course other than to the finish, the new mark will be the original yellow mark.
- 12.2 If the change is for a leeward leg, the new gate marks will be orange inflatable marks, unless the first change is for the final leg of Courses 4 and 6, which in that case, the finish line will be in the new position. In the event of a subsequent change of course other than to the finish, the new marks will be the original yellow marks.
- 12.3 The Race Committee will attempt to broadcast any course changes over the Race Committee VHF channel.

13. FINISH

- 13.1 The Finish Line will be between a staff displaying an orange flag on a Race Committee Boat and a nearby inflatable mark, or between staffs displaying orange flags on Race Committee Boats.

14. PENALTY SYSTEM

- 14.1 RRS 44.1(a) 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 rule 31 will be at the discretion of the Protest Committee and may be other than disqualification. This changes RRS 64.1(a).

15. TIME LIMITS

- 15.1 Any race in which no boat rounds the first windward mark within 45 minutes, or finishes within two and a half (2.5) hours of the start shall be abandoned.
- 15.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored one additional point more than the number of boats that finished within that time. This changes RRS 35 and A4.2.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 A boat intending to protest is requested to notify the Race Committee Finish Boat of its intention and the identity of the protested boat(s) as soon as possible after finishing.

- 16.2 The Jury Desk will be located at the CLYC Protest Room. Protest forms will be available there. Protests and requests for redress shall be delivered to the Jury desk within the protest time limit.
- 16.3 The protest time limit is forty five (45) minutes after the Race Committee Finish Boat docks. This is indicated by Code Flag B (Bravo) being hoisted on the CLYC flag pole with one sound signal. When Code Flag B is lowered with one sound signal, the Protest time has ended. This changes RRS race signals. Protest hearings will be conducted as soon as possible.
- 16.4 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 Jury desk until excused by the Protest Committee.
- 16.5 On the last day of the regatta a request for reopening a hearing shall be delivered (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day; (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes rule 66.
- 16.6 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 rule 62.2.
- 16.7 If the RC posts the results on the official notice board before the protest time limit, a request for redress based on being scored OCS, ZFP or BFD shall be made no later than 30 minutes after the protest time limit. This changes the first sentence of rule 62.2
- 16.8 The US Sailing prescriptions, Rules 63.4(a) and 63.4(b) shall not be in effect for this event. This changes RRS 63.4.

17. SCORING

- 17.1 Seven (7) 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 in this Section of these Sailing Instructions 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 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 Daily awards for race winners will be presented at the club following each day's racing. Service trophies will also be presented at the daily award ceremony(s).
- 18.3 The final awards presentation will occur as soon as possible after the conclusion of racing

19. SAFETY REQUIREMENTS

- 19.1 A boat that retires from a race or leaves the race course between races shall promptly report this to the Race Committee via hailing or calling on Race Committee VHF channel 71, and receive acknowledgement. If this is not possible, she shall promptly report her actions to the Regatta desk on shore at Crystal Lake Yacht Club.
- 19.2 Boats not intending to leave the harbor for the day's racing shall report this to the Race Committee via calling on the Race Committee VHF channel 71, and receive acknowledgement. If this is not possible, she shall promptly report her actions to the Regatta desk on shore at Crystal Lake Yacht Club.
- 19.3 In the event of changing weather conditions, the Race Committee shall inform the competitors of any required action, during or between races, by VHF radio channel 71 and by displaying the appropriate signal flags.

20. Replacement Of Crew

- 20.1 Each yacht must keep the same crew throughout the regatta. Variation in crew from day to day will be accepted if declared at registration, 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 Regatta Jury.

21. DISCLAIMER OF LIABILITY

- 21.1 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 4, Decision to Race. In the case of a competitor less than eighteen years of age, his/her parent or legal guardian is so responsible.
- 21.2 The race organizers, including the OA (NCESA), Crystal Lake Yacht Club, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official, will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event on the water or ashore. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

For Further Information

Regatta Chairman:	Rob Terry	(810) 252-1458	wildwob@aol.com
Registration / Class Information:	Lon Schoor	(608) 347-1480	lon@e-scow.org
Nationals PRO:	Bruce Golison		bruce@golison.com
CLYC Sailmaster / Manager:	Stuart Soule	(912) 308-0018	swsoule@gmail.com

Nationals Website: www.yachtscoring.com/emenue.cfm?eID=893

ADDENDUM #1 - COURSE ILLUSTRATIONS

COURSE # 4 and 6 (Leeward Finish)

COURSE 4 - Start - W - OS - Leeward Gate - W - OS - Finish

COURSE 6 - Start - W - OS - Leeward Gate - W - OS - Leeward Gate - W - OS - Finish



Start / Finish ⌘ ----- ⌘ **R/C**

(2 part starting line not shown – see below for diagram)*



COURSE # 3 and 5 (Windward Finish)

COURSE 3 - Start - W - OS - Leeward Gate - Finish

COURSE 5 - Start - W - OS - Leeward Gate - W - OS - Leeward Gate - Finish

Finish ⌘ ----- ⌘ **R/C**



Start ⌘ ----- ⌘ **R/C**

(2 part starting line not shown – see below for diagram)*



***** Two (2) part starting line (per SI 10.4 (b)):**

Port Pin Boat ⌘ ----- ⌘ Mid-Line Boat ⌘ ----- ⌘ Signal Boat Starboard End