

SAILING INSTRUCTIONS (SIs)

The notation "[DP]" in a rule in these Sailing Instructions ("SIs") means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

The notation "[NP]" in a rule of these SIs means that a boat may not protest another boat for breaking that rule. 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*, the rules of the PHRF-SS, and the class rules for any class for which a separate class or fleet has been established.
- 1.2 Under RRS 87, Rule 16 of the Rules and By-laws of the South Shore Performance Handicap Racing Fleet, and Rule 5 of the T-10 Class Rules will not apply. To the extent allowed under RRS 87, class and fleet rule(s) may be changed as follows: The use of marine VHF radios, Loran and GPS is permitted; there will be no class membership requirements; there will be no weight restrictions.
- 1.3 Operating VHF radios are required and shall always be monitored while racing. [NP]
- 1.4 PFDs shall always be worn while racing. [NP]
- 1.5 Racing rule(s) 41, A5.1, A5.2, and Race Signals AP will be changed. The changes will appear in full in the sailing instructions. The sailing instructions may also change other racing rules.
- 1.6 RRS 63.7 will be replaced by: "If there is a conflict between a rule in the notice of race and one in the sailing instructions, the sailing instructions shall apply."
- 1.7 RRS 61 is changed to include: "A boat intending to protest shall notify the RC PRO of her intention to protest and identify the boat she intends to protest, after clearing the finish line, via the VHF radio channel assigned to her racecourse." [DP][NP]
- 1.8 It is each skipper's responsibility to ensure they and their crew adhere to all state of Ohio, Cuyahoga County and City of Cleveland health regulations. All participants are required to comply with all NCWSA and Edgewater Yacht Club rules and requirements related to the COVID-19 pandemic. Failure to do so may result in exclusion from racing, and such exclusion shall not be grounds for redress. This changes RRS 62.1. [NP]

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 1800 on the day it will take effect, except that changes to the schedule of races will be posted at least 48 hours prior to the affected race(s).
- 2.2 Changes to the sailing instructions may be made on the water from the Pavilion by VHF radio communication on Channel 72 effective for that day only.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located next to the Waterside Grill, outside of the EYC clubhouse, and/or online at www.ncwsa.net

- 3.2 All boats shall carry a VHF radio capable of communicating on channels 9, 16, 71, and 72. [DP]
- 3.3 The channel for the Race Committee shall be 72.
- 3.4 On the water, the race committee may make courtesy broadcasts to competitors by VHF radio. Failure to make any broadcast, including failure to hail boats that may be OCS or the order in which OCS boats are hailed, shall not be grounds for redress. Failure to hear any broadcast for any reason shall not be grounds for redress. Race Committee communications that may be overheard shall not be grounds for redress. This changes RRS 62.1.
- 3.5 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. [DP]

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the flagpole north of the EYC patio.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 45 minutes" in the race signal AP. This changes Race Signals AP.

5. SCHEDULE OF RACES

- 5.1 The season takes place on Tuesday evenings June 29 – August 31, 2021.
 - June 29: Safety Shakedown cruise (get to know the boat, rigging, safety equipment and procedures)
 - July 6: Practice Race with RC
 - July 13 – August 31: RacesThe racing schedule will be posted on www.ncwsa.net.
- 5.2 The scheduled time of the warning signal for the first race each day is as follows:
 - June 29, 2021 – August 10, 2021: 1900
 - August 17, 2021– August 31, 2021: 1830

6. CLASS FLAGS

- 6.1 The class flags are described on SI Addendum 2.

7. RACING AREA

- 7.1 Racing will take place on Lake Erie. SI Addendum 1 shows the location of the racing area.

8. COURSES

- 8.1 The diagram in SI Addendum 1 shows the location of the marks, the compass headings between them and the distance between them.
- 8.2 No later than 1745 (5:45 p.m.) of the day of a race, the race committee will post the courses on the official notice board and announce via VHF radio Channel 72. Failure to hear or otherwise receive such announcements will not be grounds for a request for redress. This changes RRS 60.1(b) and 62.
- 8.3 All Races will be started between the Edgewater Pavilion and XS mark.
- 8.4 How marks will be passed will be designated by the "Mark Letter" followed by a subscript of either S or P (indicating that the mark is to be passed to either Starboard or Port)

The following is an *example* of how a course may be designated:

START XS_S – G_S – M_P - FINISH XS_P which indicates that:

START XS shall be on Starboard side of line	Next mark is G, and shall be passed to Starboard	Next mark is M, and shall be passed to Port	FINISH XS shall be on Port side of line
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8.5 When the course is relayed via VHS channel 72, the International Phonetic Alphabet will be used. Marks will be referred to as XS, Alpha, Bravo, Charlie, Delta, Echo, Foxtrot, Golf, or Hotel

The *example* course given in 8.4 would be read as " Start: XS to Starboard, Golf to Starboard, Mike to Port, Finish: XS to Port."

8.6 An *example* Course Diagram can be found in SI Addendum 3

9. MARKS

9.1 The Mark(s) are white or white and red poles with letter designations A through H, M and XS. The Cleveland water intake crib and the government mark commonly referred to as the crib buoy may also be used as marks.

10. THE START

10.1 The ends of the Start Line shall be the course side of the mast onshore at the EYC Pavilion displaying an Orange flag and the EYC "XS" mark, located approx. 500 yards North of the EYC Pavilion.

10.2 RRS 26 (visual signals) will be used. The RC intends to drop approximately 2 (two) minutes between starts.

10.3 The RC shall attempt to announce via VHF the next class to start after each starting signal.

10.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

10.5 A boat starting later than five (5) minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A5.

10.6 Race Committee may, at its own discretion, start multiple fleets simultaneously, and shall attempt to announce this via VHF.

10.7 Race Committee, at its own discretion, may vary the order of the starting sequence, and shall attempt to announce this via VHF.

11. THE FINISH

11.1 The ends of the Finish Line shall be the course side of the mast onshore at the EYC Pavilion displaying an Orange flag and the EYC "XS" mark, located approx. 500 yds. North of the EYC Pavilion. This changes Race Signals Blue.

11.2 When approaching the finish line, all boats shall hail the RC with their sail number via VHF on Channel 72.

12. PENALTY SYSTEM

- 12.1 The first two sentences of RRS 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or Rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’
- 12.2 The Scoring Penalty, RRS 44.3 will apply in the event that a coach provides assistance to a boat while racing, including in an emergency. RRS 44.3 is modified as follows: (1) The boat need not fly a yellow flag, but shall immediately inform the race committee, and (2) the penalty applied under 44.3 shall be 40%.

13. TIME LIMITS [AND TARGET TIMES]

- 13.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
Within thirty (30) minutes of the start	Within sixty (60) minutes of the start	Within thirty (30) minutes after the first boat of the fleet finishes

If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

- 13.2 The Finishing Window is the time for boats to finish after the first boat of that fleet sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.
- 13.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

14. PROTESTS AND REQUESTS FOR REDRESS

- 14.1 Protest forms are available at the EYC Chart Room. Protests and requests for redress or reopening shall be delivered to the NCWSA Race Chair or her designated representative within the protest time limit.
- 14.2 For each class, the protest time limit is 60 minutes after the last boat of the last class has finished. The Race Committee will post the protest time limit on the official notice board.
- 14.3 Protests will be heard, if possible, before the next scheduled race day.

15. SCORING

- 15.1 One race is required to be completed to constitute a series.
- 15.2 Practice Race on July 6 will not be scored.
- 15.3 Series scores will be posted on ncwsa.net by the NCWSA Scoring Committee. The Low Point scoring system described in Appendix A4 shall apply.

- 15.4 Rule A5.3 will apply.
- 15.5 There shall be one throw-out for every four (4) races completed by a fleet, with a maximum of two (2) throw-outs. This changes Appendix A2.1.
- 15.6 Individual boat crews will be required to serve on Race Committee, thereby not participating in their fleet for that night. Each boat that does RC duty will be scored as finishing that night's race(s) based on an average of all her scores throughout the season. No scores will be awarded if no racing is held the night of the RC commitment. Boat crews not showing up for their RC commitment will be scored DNC.

16. SAFETY REGULATIONS

- 16.1 All boats intending to race shall check in via VHF channel 72 five (5) minutes prior to the first warning signal of the day. [DP] [NP]
- 16.2 A boat that retires from a race or decides to leave the racing area shall notify the race committee by hail or VHF channel 72 before leaving the racing area or as soon as possible thereafter.
- 16.3 VHF Radios are mandatory for this series and must be monitored at all times while racing.[NP] [DP]

17. COACHING

- 17.1 No more than one (1) coach, either male or female, is allowed on boats that normally sail with five (5) or fewer crew (including skipper). No more than two (2) coaches, male or female, are allowed on boats that normally sail with more than five (5) crew (including skipper). The Race Committee, in its sole discretion, whose decision is final and without appeal, shall determine the allowable number of coaches for each boat. This changes RRS 41.
- 17.2 While racing, a coach may only provide verbal coaching and may not assist the crew physically, except in an emergency. In the event that a coach provides assistance to a boat while racing, including in an emergency, the boat shall immediately inform the race committee and take a 40% scoring penalty. This changes RRS 44.3.
- 17.3 Race Prep coaches may perform any task on the boat, including skippering. This changes RRS 41.
- 17.4 If the boat owner and skipper disagree on any issue, the owner's decision will prevail. This changes RRS 41.

18. PRIZES

- 18.1 Prizes will be given as follows: first three places in each racing fleet or division.

19. RISK STATEMENT

- 19.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.
Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

19.2 The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other 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 participation in this event. By participating in this event, each competitor or coach 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.

20. INSURANCE

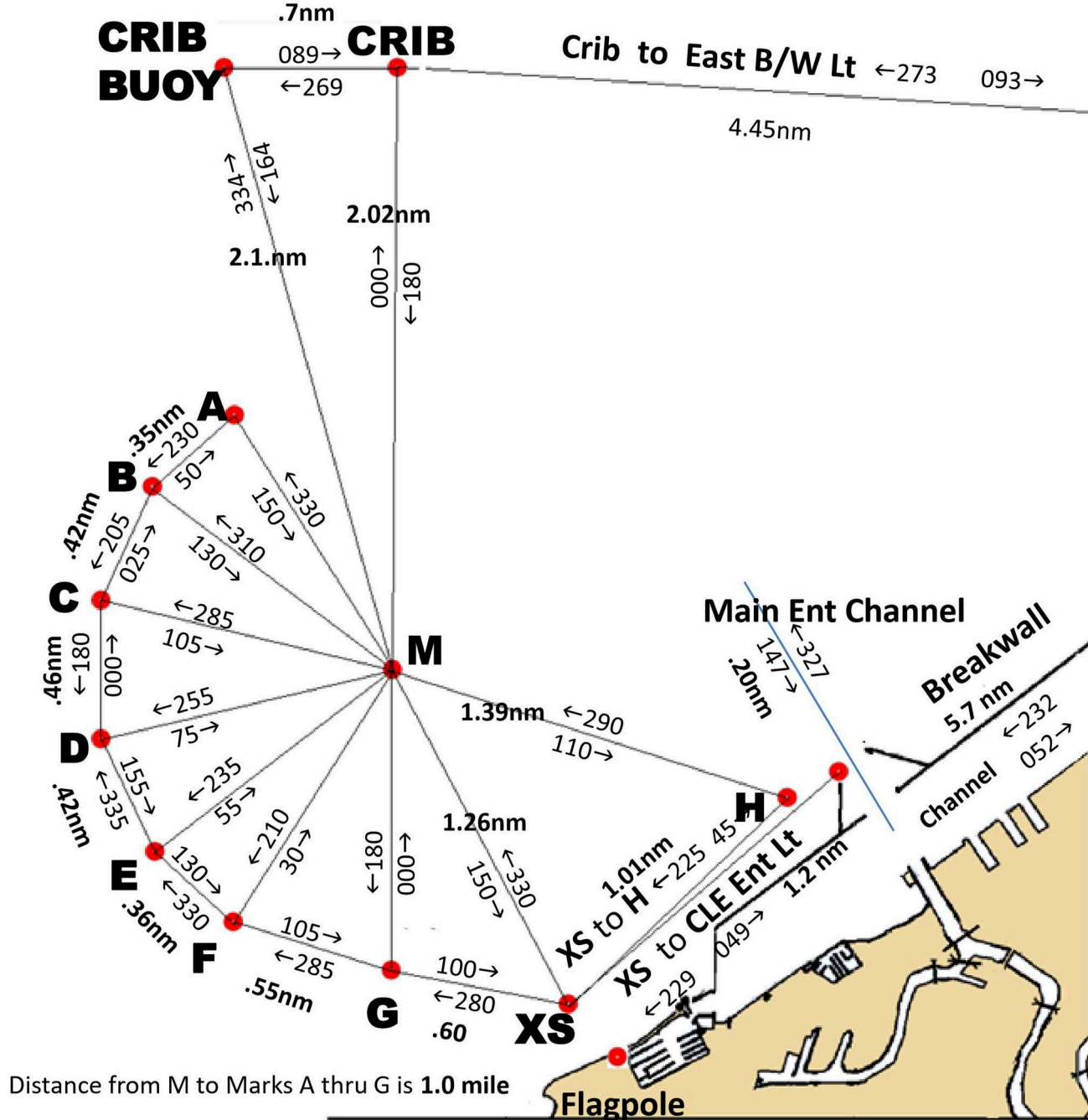
20.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$250,000 per incident or the equivalent, and that the boat has on board the minimum equipment required by the Ohio Department of Natural Resources, Division of Watercraft, and the United States Coast Guard. [DP]

21. FURTHER INFORMATION

21.1 For further information, please visit the NCWSA website, www.ncwsa.net, or contact Jen Whelan, Race Chair, racing@ncwsa.net.

Addendum 1 – Marks and Headings

Edgewater Yacht Club Marks and Headings

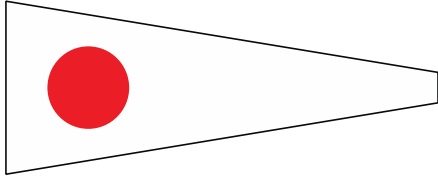


Degrees and Decimal Minutes (DMM)

Mark	N	W
A	41 31.7277	-81 45.77118
B	41 31.49466	-81 46.128
C	41 31.11018	-81 46.368
D	41 30.64566	-81 46.368
E	41 30.26988	-81 46.128
F	41 30.03318	-81 45.77118
G	41 29.87832	-81 45.0627
H	41 30.45048	-81 43.30152
M	41 30.87852	-81 45.0627
XS	41 29.76	-81 44.27868
CRIB	41 32.89998	-81 45
CRIB BUOY	41 33	-81 45.9

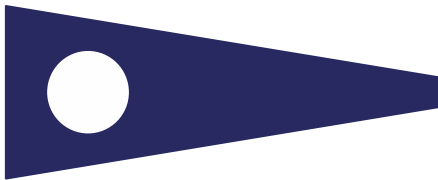
Addendum 2– Class Flags

#1



T-Ten Fleet

#2



JAM Fleet

Addendum 3 – Course Example Diagram

START XS_S – G_S – M_P - FINISH XS_P

At the Start, XS shall be on Starboard side of the line.

Next mark is G, and shall be passed to Starboard.

Next mark is M, and shall be passed to Port.

At the Finish XS shall be on the Port side of the line.

