



2021 US NATIONAL CHAMPIONSHIP

June 17 – 20, 2021

SAILING INSTRUCTIONS

INTERNATIONAL ETHELLES CLASS

Organizing Authority: The Corinthian Yacht Club and Etchells Fleet 4

1. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

2. COMMUNICATIONS WITH COMPETITORS

2.1 Notices to competitors will be posted on the Official Notice Board at www.yachtscoring.com and as a courtesy posted on the notice board beneath the porch by the flag pole on the harbor side.

2.2. The race committee will monitor and communicate its intentions via VHF 78.

2.3. The Race Committee shall use VHF radio for safety purposes and communications with competitors. All other communications via VHF by competitors is strictly prohibited from the time of the first Warning Signal until the end of the last race of the day. The use of mobile telephones and other electronic communication devices is similarly prohibited.

3. CODE OF CONDUCT

3.1 [DP] Competitors and support teams shall comply with reasonable requests from race officials. This includes covid guidance and protocols.

3.2 [NP] This regatta is registering with Sailors for the Sea as a Clean Regatta. Competitors are expected to help support this initiative. Receptacles will be available on shore for trash and recycling.

4. SIGNALS MADE ASHORE.

4.1. Signals made ashore will be displayed on the yardarm of the Corinthian Yacht Club's flagpole.

4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal AP.
This changes RRS Race Signals.

5. CLASS FLAG

The class flag shall be the Etchells class flag.

6. RACE AREA

From **Marblehead Bell RG "FR"** 150 degrees Mag. 1.4 miles to center of the race area. (N42.29.245, W70.47.755).

7. THE COURSES

- 7.1. The diagrams in SI Addendum A – Courses, show the courses including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 7.2. No later than the warning signal, the race committee signal vessel will display the course, the approximate compass bearing and distance to the first mark on the course board.
- 7.3. In the event that a gate mark is missing, the single mark shall be rounded to port.

8. MARKS

- 8.1. Windward and Leeward marks will be orange tetrahedrons.
- 8.2. The offset mark will be an orange tetrahedron.
- 8.3. A change mark will be a pink tetrahedron and a subsequent change will revert to orange.

9. THE START

- 9.1. The starting line will be between a staff displaying an orange flag on the Race Committee signal vessel and the nearby green mark at the port end of the line.
- 9.2. The Race Committee will attempt to notify OCS, UFD and BFD boats by sail number on VHF Channel 78. Failure of equipment, failure to hear a hail, delay in hailing or the order in which hails are given will not be grounds for redress. This changes RRS 62.1.
- 9.3. A boat starting later than 10 minutes after the starting signal will be scored DNS. This changes RRS A5.1 and A5.2.

10. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the Race Committee will lay a new pink mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11. THE FINISH

The finishing line will be between a staff displaying a blue flag on the signal vessel at the starboard end of the finish line and a green tetrahedron finishing mark at the port end of the line.

12. TIME LIMITS

- 12.1. The time limit for the first boat to sail the course and finish is 2 ½ hours.
- 12.2. If no boat has passed the first windward mark one hour after the starting signal, the race shall be abandoned.
- 12.3. Boats not finishing within 30 minutes after the first boat sails the course and finishes will be scored Time Limit Expired "TLE" and scored one more place than the last boat to finish. This modifies RRS 35, A4 & A5.

13. HEARING REQUESTS

- 13.1. The time limit for hearing requests is one hour after the signal vessel docks. This time will be posted on the Official Notice Board.
- 13.2. Notices will be posted no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, the location of which will be posted on the Official Notice Board, beginning at the time posted.
- 13.3. Notices of protests by the Race Committee, Technical Committee or Protest Committee will be posted on the Official Notice Board to inform boats under RRS 61.1(b).

14. SAFETY REGULATIONS

A boat that retires from a race shall notify the Race Committee as soon as practicable on VHF Ch 78.

15. EQUIPMENT AND MEASUREMENT CHECKS

On the water, a boat can be instructed by the Race Committee or the Protest Committee to proceed immediately to a designated area for inspection.

16. OFFICIAL VESSELS

16.1 The Race Committee signal vessel shall display a blue RC flag.

16.2 Support vessels shall display a yellow RC flag.

16.3 Judges shall display a blue and white judges flag.

17. CREW AND EQUIPMENT REPLACEMENT

17.1 Substitution of competitors will not be allowed without prior written approval of the Protest Committee. [DP]

17.2 Substitution of damage or lost equipment will not be allowed unless authorized by the Protest Committee. [DP]

18. RISK ASSESSMENT

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. FURTHER INFORMATION

OA Representatives: Michael Jobin - jobin_michael@hotmail.com & Paul McLaughlin – pvmcl@aol.com

PRO: Ken Adam

Chief Judge: Jason Maher