



**2021 LIGHTNING**  
**NORTH AMERICAN**  
**CHAMPIONSHIP**

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CLEVELAND, OH

**2021 Lightning North American Championship**  
**August 8 – 14, 2021**  
**Edgewater Yacht Club**  
**Cleveland, Ohio, USA**

Regatta Website: [Yacht Scoring](#)

## **SAILING INSTRUCTIONS**

**The Organizing Authority (OA) are the International Lightning Class Association and the Edgewater Yacht Club.**

### **1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), the ILCA Constitution, By-Laws, Lightning Specifications and the Document Governing All Sanctioned Lightning Class Championships (hereafter referred to as the Document Governing). They are available at [Document Governing](#).
- 1.2 Appendix T Arbitration applies (T2, T3, T4 are deleted)
- 1.3 Except for the prescriptions to RRS 63.1, 63.2 and Appendix R, The US Sailing Prescriptions to the RRS will apply and are available at: [US Sailing Prescriptions](#). A copy will also be posted on the Official Notice Board with the prescriptions above redacted.
- 1.4 RRS 27.3 is changed to add the following. "The Race Committee (RC) or OA shall not abandon or cancel a scheduled race, or races before the starting signal without approval of the Class Representative.
- 1.5 RRS 42.3(c) is changed to read: "Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull the sheet only, (not the guy), in order to initiate surfing or planing, but each sail may be pulled only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used."
- 1.6 RRS 44 is changed to add the following. "The two turns penalty as provided in RRS Rule 44 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely (below the gooseneck) while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one turn instead of two.
- 1.7 If there is a conflict between the Sailing Instructions and any other document governing the event, the Sailing Instructions take precedence. This changes RRS 63.7.

### **2 NOTICES TO COMPETITORS**

- 2.1 Notices to competitors will be posted on the official notice board located at [www.yachtscoring.com](http://www.yachtscoring.com).
- 2.2 Any questions regarding the sailing instructions shall be submitted in writing to the RC PRO. The question(s) and any answers will be posted on the official notice board as soon as possible.

### **3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1 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.

### **4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed on the main flag pole just north of the clubhouse.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race

signal AP. This changes RRS Race Signals.

## 5 SCHEDULE

Day	Event	Time
Sunday, 8/8	Registration, Check-in and Measurement Sail Measurement	1000-1700 1000-1330
Monday, 8/9	Registration, Check-in and Measurement Practice Race Competitors Meeting and Welcome Party	1000-1200 first warning 1300 1730
Tuesday, 8/10	Races	First Warning 1000
Wednesday, 8/11	Races	First warning 1000
Thursday, 8/12	Races Dinner at EYC	First warning 1000 1830
Friday, 8/13	Races	First warning 1000
Saturday, 8/14	Races No warning signal after Dinner, Final Awards	First warning 1000 1500 1830

The number of races held each day will be at the discretion of the RC.

## 6 FLEET FLAGS

6.1

Qualifying Series		Final Series:	
<i>Fleet</i>	<i>Flag</i>	<i>Fleet</i>	<i>Flag</i>
Blue	White flag with a RED Bolt	Championship Fleet	White flag with a RED Bolt
Green	Green	President's Cup	Green

## 7 RACING AREA

7.1 The racing area will north of the Edgewater Yacht Club.

## 8 Courses

Diagrams in Addendum A show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. A windward offset mark will be laid approximately perpendicular to the course axis. The windward offset mark is to be rounded to port.

8.1 No later than the warning signal, the RC signal boat will display the approximate compass bearing and distance of the first leg and the course to be sailed.

## 9 MARKS

Mark	Original	New Marks as per SI
1	Green Tetrahedron	Yellow Tetrahedron
1A (offset)	Orange Ball	Orange Ball
2S and 2P (GATE)	Orange Tetrahedron	Yellow Tetrahedron
Finish (if laid)	Yellow Ball	NA

## **10 THE START**

- 10.1 The starting line will be between the staffs displaying an orange flag on the starboard end signal boat and the port-end starting mark boat.
- 10.2 Individual recalls and boats disqualified under RRS 30.3 and 30.4 will be broadcast on VHF channel 72 using sail number or bow number. This is in addition to and changes RRS 29.1 and 30.3 and 30.4. The RC may broadcast the sail number/bow numbers of all boats observed to be OCS. Failure of the RC to broadcast, the order of the broadcast or the timeliness of the broadcast will not be grounds for a request for redress. This changes RRS 60.1(b) and 62.1(a).
- 10.3 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 35, A4 and A5.
- 10.4 In the last sentence of RRS 30.4, replace "sail number" with "sail number or bow number". This changes RRS 30.4.

## **11 CHANGE OF THE NEXT LEG OF THE COURSE**

- 11.1 To change the next leg of the course, the RC will lay a new 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. RRS 33 shall apply.

## **12 THE FINISH**

- 12.1 For downwind finishes, the finishing line will be between a staff displaying a blue flag on the finishing line boat and a yellow inflatable cylinder. The finishing line will be located to starboard of the RC Signal boat.
- 12.2 For windward finishes, the finishing line will be between a staff displaying a blue flag on the finishing line boat and a yellow inflatable cylinder. The finishing line will be located to windward of the windward mark.
- 12.3 Flag "A" (ALPHA) displayed with no sound while boats are finishing means "no more racing today"

## **13 PENALTY SYSTEM**

- 13.1 The first paragraph of RRS 44.1 is changed to add the following sentence: "When an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely below the gooseneck while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is a One-Turn Penalty". This changes RRS 44.1.
- 13.2 A boat that has taken a penalty under RRS 31 or 44.1 shall complete an acknowledgment form at the protest committee desk within the protest time limit.

## **14 TIME LIMITS AND TARGET TIMES**

- 14.1 Target time for first boat to finish the race will be 60-75 minutes. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).
- 14.2 Time limit shall be 2 hours 30 minutes. If no boat completes three legs within 1 hour 30 minutes, the race shall be abandoned and, if possible, re-sailed.
- 14.3 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. A TLE score shall be two (2) more points than the number of boats that have finished within the time limit. This changes Document Governing VIII Racing Conditions Numbers 3 and RRS 35, A4, A5, and A10.

## **15 PROTESTS AND REQUESTS FOR REDRESS**

- 15.1 An International Jury (IJ) has been appointed in accordance with RRS Appendix N. Decisions of the IJ will be final as provided by RRS 70.5.
- 15.2 Protest forms are available outside the chartroom. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 15.3 The protest time limit is 60 minutes after the RC Signal Boat has docked.
- 15.4 Notices will be posted no later than 30 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, located in the chartroom, beginning at the time posted.
- 15.5 Notices of protests by the RC, Protest Committee (PC) or Technical Committee (TC) will be posted

to inform boats under rule 61.1(b).

- 15.6 Breaches of instructions 17, 20, 22 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the PC so decides.
- 15.7 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.
- 15.8 A member or members of the jury will attend by electronic means.

## **16 SCORING AND EVENT FORMAT**

- 16.1 Addendum B will describe event scoring and format as per Document Governing All Sanctioned events, Articles VIII and XIII.
- 16.2 To request correction of an alleged error in posted race or series results, a boat may complete a scoring inquiry form available at the protest desk.

## **17 SAFETY REGULATIONS**

- 17.1 Prior to the first warning signal of the first race of each day, each boat is required to check in by passing astern of the RC signal boat on starboard tack and hail her bow or sail number until acknowledged by the RC. Failure to check in shall result in a 20% scoring penalty without a hearing. This changes RRS 63.1 and A5.
- 17.2 Boats that retire from a race shall notify the RC as soon as possible.
- 17.3 Boats that leave the racing area between races shall notify the RC as soon as possible.
- 17.4 Boats not leaving the EYC for any of the day's racing shall notify the RC as soon as possible.

## **18 REPLACEMENT OF CREW OR EQUIPMENT**

- 18.1 Substitution of competitors will not be allowed without prior written approval of the Executive Committee or in their absence the RC. In no case may a skipper be substituted.
- 18.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the TC. Requests for substitution shall be made to the TC at the first reasonable opportunity.

## **19 EQUIPMENT AND MEASUREMENT CHECKS**

- 19.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by the TC or measurer to proceed immediately to a designated area for inspection.
- 19.2 In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the Class Rules.

## **20 BOW NUMBERS/ EVENT IDENTIFICATION STICKERS**

- 20.1 Boats may only display advertising as per ISAF Regulation 20 and are restricted to only the hull as per Lightning Class Constitution Article VII 2.
- 20.2 Boats shall display bow numbers during the event as provided by the OA. They shall be attached to both sides of the boat's hull at all times while racing. Bow numbers shall be attached and conform to the guidelines supplied by the OA. It is the responsibility of the crew to ensure the numbers and stickers remain on the boat and obtain replacements as necessary.

## **21 SUPPORT BOATS**

- 21.1 Support and coach boats must register at the Race Office during the check-in period.
- 21.2 During racing, support boats shall monitor the RC VHF channel 72 and assist with safety issues when asked by the RC.
- 21.3 Support boats will comply with additional operating instructions provided during registration in accordance with Document Governing.
- 21.4 SUPPORT BOATS: Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel.

## **22 RADIO COMMUNICATION**

- 22.1 Use of handheld VHF radios will be permitted for communication from the RC to competitors on channel 72. The RC intends to use VHF radio to identify OCS (On Course Side) boats after starts and otherwise communicate with the fleet on the water. Failure to receive a hail, for a hail to be made, the order of hails made, or receive other communications to the fleet shall not be cause for redress. This instruction changes RRS 41 and 62.1.
- 22.2 Other use of any communication devise is prohibited, and such use shall require withdrawal from the race unless determined by the RC to have been for emergency purposes.

## **23 PRIZES**

- 23.1 Prizes will be given as per NOR 24.

## **24 DISCLAIMER OF LIABILITY**

- 24.1 RRS 3 Decision to race states: 'The responsibility for a boats 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. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **25 INSURANCE**

- 25.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of US\$300,000 per incident or the equivalent.

## **26 Race Officials**

- 26.1 PRO: Todd Fedyszyn
- 26.2 Chief Judge: Leo Reise

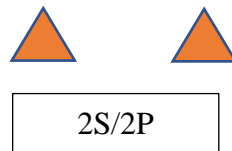
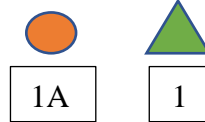
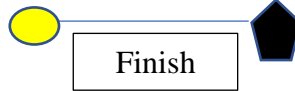
**Addendum A:  
Courses**

**COURSE 3: Start-1-1A-Gate(2S/2P)- Finish**

**COURSE 4: Start-1-1A-Gate(2S/2P)-1-1A-Finish**

**COURSE 5: Start-1-1A-Gate(2S/2P)-1-1A-Gate(2S/2P)-Finish**

Change Mark



**Addendum B:  
Scoring and Event Format**

(In accordance with the Document Governing All Sanctioned Lightning Class Championships)

- B1. Scoring shall be per RRS Appendix A, as modified below.
- B2. For Championships above the District Level, the number of scheduled races shall be six or more as determined by the Executive Committee or if the E.C. is unavailable the Organizing Authority. If the number of completed races is five or less, all will be scored; if six or more, one race will be discarded. This changes RRS A2.
- B3. ELIMINATION RACES
1. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible. Four elimination races shall be scheduled, to be sailed the first two days. If all are sailed, three will be scored. If less than four are sailed, all will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated. If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the races sailed. If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed. This changes RRS A2.
  2. The right of appeal shall be denied for the qualifying series per RRS 70.5.
  3. The 33 Skippers receiving the lowest number of points in the races plus the reigning North American Champion and all Skippers tied for 33rd place shall be entitled to sail the final series to determine the North American Champion. However, if the reigning Champion chooses and so notifies I.L.C.A. at least thirty days ahead of the first elimination race, he may sail in the Qualifying Series. If he qualifies for the final series to determine the North American Champion the Fleet will be increased to 34 and all Skippers tied for 34th place. The remaining Skippers shall sail for the Presidents' Cup, except that where more than 35 remain after selection of the Championship group, a Governors' Cup series will be conducted. In such case the remaining Skippers shall be divided equally between the two series with those totaling the least points sailing in the Presidents' Cup series. Skippers tied for the last qualifying position in the Presidents' Cup series shall be entitled to sail in that series as shall the odd skipper should the number to be divided unequal.
- B4. FINAL SERIES
- The number of races scheduled in each of the final series, Championship, Presidents' Cup, and Governors Cup shall be six, five of which will be scored. If less than six are sailed, all results will be scored. If at the end of scheduled racing, two races or less have been completed, the final results of the Qualifying Series (including ties) will be counted as one race in the Championship Series, Presidents Cups, and Governor's Cup.