



Cleveland Race Week – One-design Regatta
Tartan-10 Lake Erie Championship
Edgewater Yacht Club
June 16-19, 2022
Cleveland, Ohio, USA

SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (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* and the class rules for any one-design class for which a separate fleet has been established by the May 20, 2022 early registration deadline.
- 1.2 The following prescription of the U.S. national authority will not apply: Prescription to RRS 63.1, and 63.2.
- 1.3 All boats shall have a valid class measurement certificate as of June 1, 2022.
- 1.4 RRS 61 is changed to include: "A boat intending to protest shall notify the RC Signal Boat 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 or direct hail." [DP][NP]
- 1.5 The Tartan-10 Class Rules and the Tartan-10 Regatta Rules will apply, except that the Tartan-10 rules regarding crew weight limits shall be amended to allow boats to disclose crew weight in writing with their entry form without weighing in. Total crew weights may be checked during the Regatta to confirm compliance. [DP]
- 1.6 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 Edgewater Yacht Club rules and requirements related to the COVID-19 pandemic. [NP]

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 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.
- 2.2 Changes to a sailing instruction may be made on the water by communicating with the competitors on VHF channel assigned to the course area effective for that day only.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at www.yachtscoring.com and may be posted on the unofficial notice board in the Cleveland Race Week tent.
- 3.2 The race office is located in the Chartroom of Edgewater Yacht Club.
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on the VHF radio channel assigned to the course area. See Addendum 1 for radio channels assigned to each course area.
- 3.4 [DP] 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.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the flagpole near the northeast corner of the clubhouse or on a pole on the specified RC signal vessel when the notice applies only to one race area.
- 5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 45 minutes" in Race Signals AP. This changes RRS Race Signals.

6 SCHEDULE OF RACES

- 6.1 See Addendum 1 for the schedule of races and the scheduled time for the first warning on each day of racing.
- 6.2 There is no limit on the number of races that may be run on any day or overall. For each class, one race is necessary to constitute a regatta.
- 6.3 On the last scheduled day of racing no warning signal will be made after 1400.

7 CLASS FLAGS

- 7.1 The Class flags are described on Addendum 1.

8 RACING AREA

- 8.1 Addendum 2 shows the approximate location of the racing areas.
- 8.2 The classes assigned to each racing area on each day are indicated on Addendum 1.

9 COURSES

- 9.1 Addendum 3 shows 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.
- 9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg and the course to be sailed.

10 MARKS

- 10.1 The weather mark will be a green tetrahedron. If an offset mark is set, it will be a small green tetrahedron. If a change mark is set for the weather mark, it will be a yellow tetrahedron and no offset will be set with a change mark. A subsequent

- change mark in the same race will be the original green tetrahedron.
- 10.2 The leeward marks and/or gate marks will be orange tetrahedrons.
- 10.3 Except as provided in 10.4 below, the starting mark will be a yellow tomato. The finish mark will be an orange tomato.
- 10.4 If a robotically controlled MarkSetBot is utilized, it will be orange, and it will be used for both the starting mark and the finishing mark. Boats are requested to avoid the area of the start/finish line before starting and after finishing while the MarkSetBot is being navigated into position.
- 11 THE START
- 11.1 Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.
- 11.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number or bow number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 11.5 A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12 CHANGE OF THE NEXT LEG OF THE COURSE
- 12.1 **After the Starting Signal.** To change the next leg of the course, the race committee 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.
- 12.2 **Before the Starting Signal.** If there is a significant wind shift during the series of starting sequences, the RC may signal a change of course for the next class to start as follows: A "C" flag will be displayed from the Signal vessel prior to the warning signal. Attention to the change of course will be made with multiple sound signals. The new course axis may be displayed on the course board. The new mark will be a yellow tetrahedron. The "C" flag will continue to be displayed for each class for which the yellow weather change mark applies. A second change under this section will revert back to the original orange tetrahedron.
- 13 THE FINISH
- 13.1 Except as provided in 13.2, the finishing line is between a staff displaying a blue flag on the signal vessel at the starboard end and the course side of the port end finishing mark.
- 13.2 If a robotically controlled MarkSetBot is utilized, the finish will be between a staff displaying a blue flag on the signal vessel at the port end and the course side of the MarkSetBot at the starboard end of the finish line.
- 14 PENALTY SYSTEM
- 14.1 For all classes Appendix V will apply.

15 TIME LIMITS

- 15.1 If no boat in a class has passed the first mark within 30 minutes, the race will be abandoned for that class.
- 15.2 If no boat in a class has finished within 2 hours, the race will be abandoned for that class.
- 15.3 The Finishing Window is the time for boats in a class to finish after the first boat in the class sails the course and finishes. The Finishing Window is 15 minutes. Boats failing to finish within the Finishing Window that have not notified the race committee of their intention to retire will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored two points more than the last boat to finish within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 15.4 Failure to meet any of the time limits will not be grounds for redress. This changes RRS 60.1(b) and 62.

16 HEARING REQUESTS

- 16.1 For each class, the protest time limit is *sixty* (60) minutes after the time the Signal Vessel docks for that class. The time will be posted on the official notice board.
- 16.2 Hearing request forms are available from the race office.
- 16.3 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 Edgewater Yacht Club chartroom.

17 SCORING

- 17.1 The low point system described in RRS Appendix A will apply, except that when seven or more races have been completed, a boat's series score is the total of her race scores excluding her single worst score.
- 17.2 One race is required to be completed to constitute a series.

18 SAFETY REGULATIONS

- 18.1 [DP] No later than five (5) minutes prior to the first warning signal of the day, each boat intending to race shall check-in with the race committee signal boat assigned to the course area by hailing its sail and/or bow number until acknowledged by the race committee.
- 18.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 [DP] Substitution of competitors is not allowed without prior written approval of the PRO for the Event.
- 19.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the PRO assigned to the race area. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

20 EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

21 PRIZES

21.1 Prizes will be given as follows: For classes with at least five registered entrants by the May 20, 2022 early registration deadline, prizes for first through third place will be awarded. For classes with ten or more entrants by the May 20, 2022 early registration deadline, prizes for first through fifth place will be awarded.

21.2 Additional prizes may be awarded at the discretion of the OA and the various classes.

22 RISK STATEMENT

22.1 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.**

23 INSURANCE

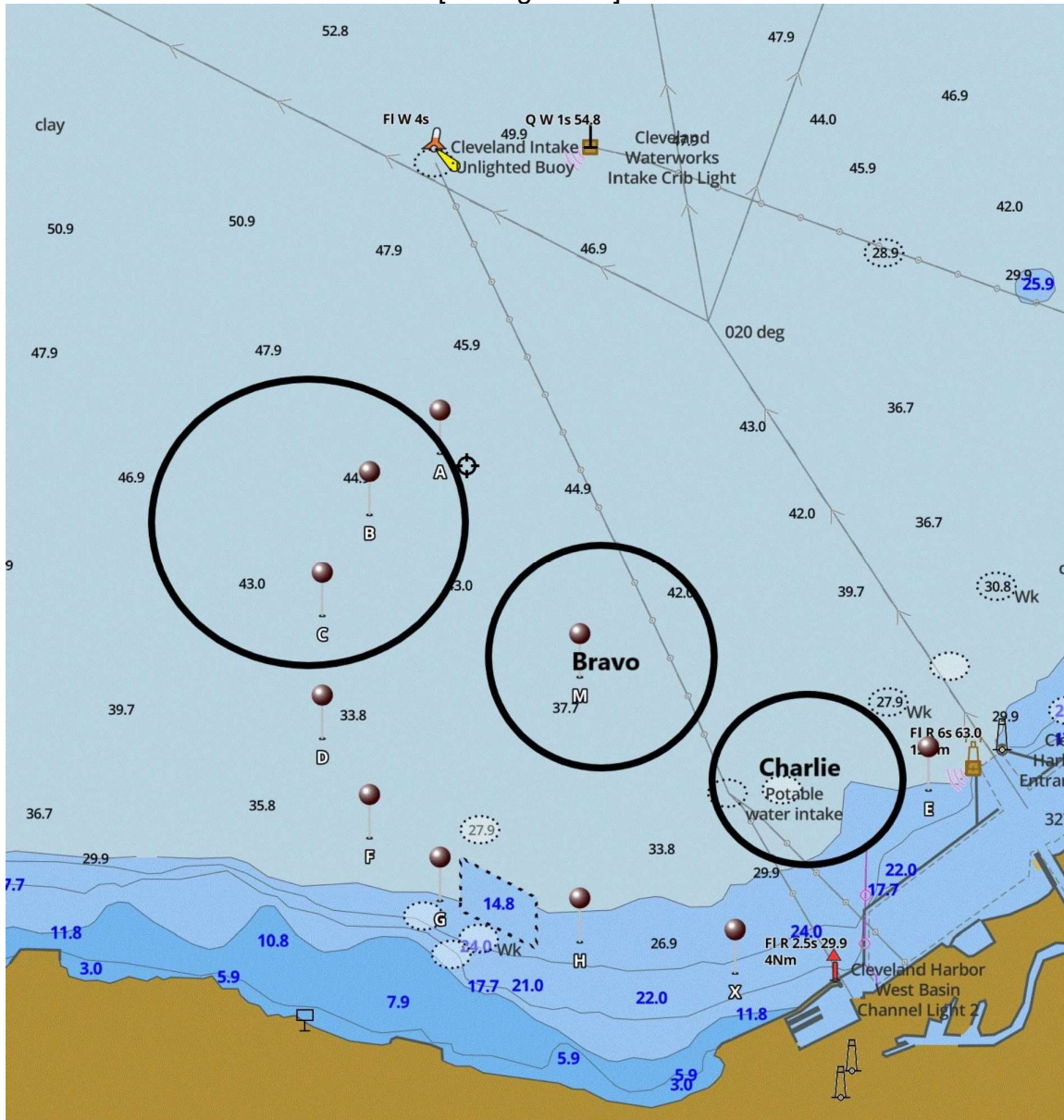
23.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident, and shall provide proof of insurance prior to entry. [DP].

Addendum 1

Day	Course Area	First Warning	Classes	Flags	VHF Radio Channel
Fri. June 17, 2022	A	11:55	Tartan 10 J/111	Green flag with Tartan-10 insignia White Flag with J/111 insignia	69
Sat.-Sun. June 18-19, 2022	A	9:55	Tartan 10 J/105 J/111	Green flag with Tartan-10 insignia Numeral Pennant Zero White Flag with J/111 insignia	69
Sat.-Sun. June 18-19, 2022	B	9:55	J/70 VX-One	White Flag with J/70 insignia White Flag with VX-One insignia	70
Sat.-Sun. June 18-19, 2022	C	9:55	Dragon Ensign Jet-14	Red Dragon White Flag with Ensign insignia White Flag with Jet Insignia	71

Addendum 2

[Racing Areas]

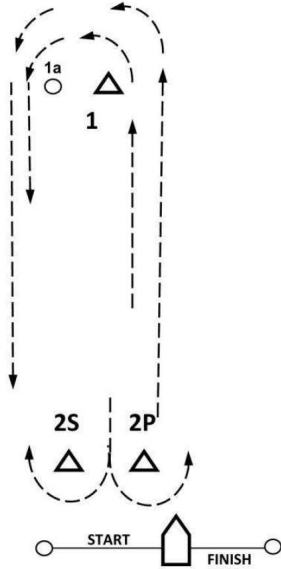


4 and 6

Course 4: START – 1 – 1a – 2P/2S – 1 – 1a – FINISH
(2 laps / 4 legs, downwind finish)

Course 6: START – 1 – 1a – 2P/2S – 1 – 1a – 2P/2S – 1 – 1a – FINISH
(3 laps / 6 legs, downwind finish)

Mark 2 may be either a gate or a single mark left to port



3 and 5

Course 3: START – 1 – 1a – 2P/2S – FINISH
(1 ½ laps / 3 legs, upwind finish)

Course 5: START – 1 – 1a – 2P/2S – 1 – 1a – 2P/2S – FINISH
(2 ½ laps / 5 legs, upwind finish)

Mark 2 may be either a gate or a single mark left to port

