



Mendota Yacht Club
2023 E Scow Nationals
September 6 - 10, 2023



2022 NCESA NATIONAL CHAMPIONSHIP REGATTA

Lake Mendota, WI
September 6 - 10, 2023

SAILING INSTRUCTIONS

The Official Notice Board is on the Yacht Scoring event web page. See SI 2.1 - The YachtScoring text and email functionality will be used to provide courtesy messages during the event. Make sure you have included your email and cell number as part of your event signup to receive these messages.

(rev 2023-08-02)

The notation '[DP]' in a rule in the sailing instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be more or less than a single disqualification. The notation '[NP]' denotes that a breach of this rule will not be grounds for a hearing request by a boat. This change is added to RRS 60.1(a).

1. RULES

- 1.1 The Regatta will be governed by the rules as defined in *The 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.
- Please note Article V111, #9 - No yacht while racing in a sanctioned event may have a paid hand for either skipper or as a paid member of the crew.
- 1.3 NCESA documents Part V (*Scantling Rules*) will apply and are on the class website.

In order to be scored, an E-Scow entered in the regatta must have a clearly legible, current annual boat sticker attached to the transom. This is according to Class Scantling Rules. Every person who has a valid 'Boat Owner' membership in the NCESA receives this annual boat sticker.

- 1.4 Use of Flotation Panels that comply with Scantling rule VI(6) will be mandatory for all boats for the entire event.
- 1.5 Boats may be inspected by the technical committee at any time during the regatta to ensure compliance with class rules.
- 1.6 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.

2. NOTICES TO COMPETITORS

2.1 The Race Committee will post notices and results on the “Official Notice Board” located online at <https://www.yachtscoring.com/emenu.cfm?eID=15593>

2.2 Notices for Boat Inspection:

2.2.1 NoR 9.1 outlines that boats may be inspected at any time during the regatta. It is the intent of the Technical Committee to notify boats at registration and upon finishing a race that they have been selected for inspection.

2.2.2 [DP] Any boat selected for inspection shall immediately proceed to the inspection area directed by the Technical Committee.

3. RADIO COMMUNICATION

3.1 [DP] All competing boats shall carry a VHF radio for safety purposes and Race Committee communication.

3.2 The Race Committee's radio channel will be VHF 72.

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 RRS 62.1(a).

3.4 [DP] Except from the specified Race Committee VHF radio channel 72, no competitor shall receive any RC radio communication, either directly or from a third party, made from the Initial Preparatory Signal of any race until that race is finished, abandoned, or flag H or A is displayed, except in the case of an emergency.

3.5 At 0900 on Friday, Saturday, and Sunday, the Race Committee will attempt to announce its intentions for the day on VHF 72.

In the event of an onshore Postponement, the Race Committee will make update announcements on the Race Committee VHF channel. Courtesy updates will be made through the YachtScoring Text Message System.

4. CHANGES TO SAILING INSTRUCTIONS

4.1 Any changes will be posted by 0915, except that any changes in the Schedule of Races will be posted no later than one (1) hour after the 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 RRS 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 Regatta updates – including postponements, & F Flag notification will be made by text messages through YachtScoring as courtesy messages. All sailors should include their email and cell number as part of their event signup.

5.1 Signals made ashore will be displayed from flag stands at Marshall Park. The specific location will be confirmed during the Competitors' Briefing on 9/7/2023.

5.2 Code Flag "L", when displayed ashore signifies that a change in Sailing Instructions has been posted on the Official Notice Board on Yacht Scoring.

5.3 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. This changes RRS Race Signals.

6.[NP] SCHEDULE

Wednesday, September 6

10:00 am – 7:00 pm Registration at Marshall Park

3:00 pm Practice Race – weather dependent

4:30 pm Happy hour at Marshall Park

Thursday, September 7

7:45 - 8:30 am Registration at Marshall Park

10:30 am Competitors' Briefing at Marshall Park (also broadcast via radio on VHF 72)

12:30 pm Initial Warning Signal (2 races planned)

After racing NCESA sponsored party with hors d'oeuvres & drinks and

NCESA Annual Membership Meeting at Marshall Park

NCESA ANNUAL MEETING: The NCESA Annual Membership Meeting will be held on Thursday, September 7, 2023. An Agenda will be sent to all Owner members one month before the NCESA Annual Meeting. A proxy form will be available on the class website.

Friday, September 8

11:00 am Initial Warning Signal (2 races planned)

6:30 pm Nationals Banquet (part 1) at The Edgewater

Saturday, September 9

11:00 am Initial Warning Signal (2 races planned)

6:30 pm Nationals Banquet (part 2) at The Edgewater

Sunday, September 10

11:00 am Initial Warning Signal (2 races planned)

After racing Awards Presentation at Marshall Park

6.1 Eight (8) races are scheduled. The Race Committee may run fewer races at its discretion. There will be no more than three races held per day. No more than two races on Sunday will be attempted based on the weather conditions at the discretion of the Race Committee.

6.2 To alert boats that a race will begin soon, the Orange Line Flags **on the Starting Line** will be displayed with a VHF announcement at least four minutes before the Warning Signal is displayed. An orange flag will not be displayed on the starboard, leeward or mid-line starting line boats until they are anchored.

6.3 On the final day of the regatta, the Warning Signal for the final race will not be made after 1:30 pm unless the required three races have not been completed. If an additional race is needed to have three completed races, the Warning Signal for the last race may be made up to 2:00 pm.

7. RACING AREAS

7.1 Racing will take place on Lake Mendota.

8. THE COURSES

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

8.2 The Windward Mark (1) and the offset mark (1a) shall be left to port.

8.3 If one Windward mark or one of the Leeward Gate marks (2s / 2p) is missing and not replaced by a boat flying flag M, boats shall round the one existing mark to port.

8.4 Courses and the approximate magnetic compass bearing from the starting line to the first mark will be displayed on a Mid-line boat approximately with or before the Warning Signal of each race.

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

9. MARKS

9.1 The original Windward Mark (1) will be an Orange buoy.

9.2 The Windward Offset Mark (1a) will be an orange ball.

9.3 Marks "2s / 2p" (Leeward Gate) will be Orange buoys. The Gate marks may be put in after the starting signal.

9.4 When having signaled a change for next leg of the course (SI Section 12), the new mark(s), will be a Yellow inflatable buoy(s).

9.6 In the event that any starting line boat(s) are not on station, it will be replaced by a red inflatable buoy.

9.7 The Finish Line pin buoy will be a green inflatable buoy if at the finish line only one RC boat is used.

10. THE START

10.1 Races will be started in accordance with *RRS* 26. (See the attached Addendum #2 for the RC's "Intentions and Expectations for Starting").

10.2 The class flag will be the E Scow Insignia flag.

A white flag with a black 'E' may be substituted for the E Scow flag.

10.3 AP may be displayed from a mid-line boat prior to the start of a race. Should AP be displayed from a mid-line boat, it will be transferred to the Signal boat prior to a subsequent warning. The display of AP from the mid-line boat and the transfer to the Signal shall not be considered an improper action or omission of the race committee, changing *RRS* 62.1.

10.3 The Starting Line

10.3.1 The starting line may be either a "one-part starting line" OR a "two-part starting line using a mid-line boat" OR a "three-part starting line using two mid-line boats" as follows:

a) ONE PART STARTING LINE: The starting line will be between a staff displaying an orange flag on the starboard end Line Boat and a staff displaying an orange flag on a port end Line Boat or a red inflatable mark.

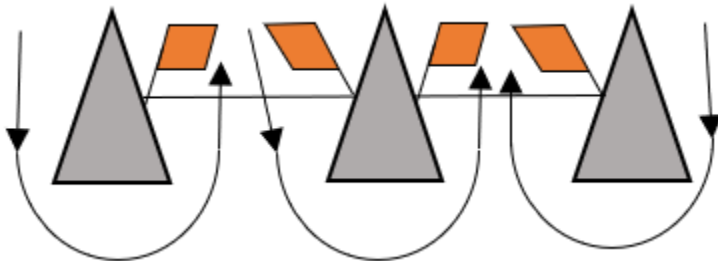
b) TWO (2) PART STARTING LINE: The starting line will consist of three RC boats: port end line boat, a mid-line boat, and a starboard end line boat.

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 starboard line boat or the port pin end boat is not on station, it will be replaced by a red inflatable mark.

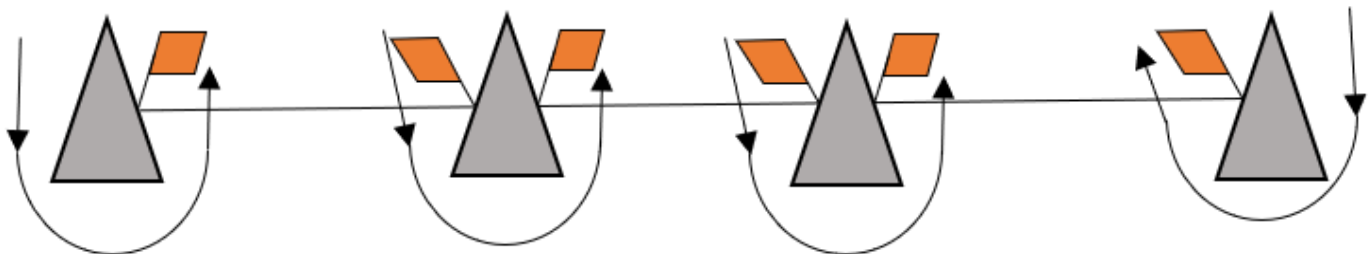
c) THREE (3) PART STARTING LINE: The starting line will consist of four RC boats: port end line boat, two mid-line boats, and a starboard end line boat.

This starting line will be three line segments: one between a staff displaying an orange flag on the port mid-line boat and a staff displaying an orange flag on the port end line boat, another will be between a staff displaying an orange flag on the port mid-line boat and a staff displaying an orange flag on the starboard mid-line boat, and another will be a staff displaying an orange flag on the starboard mid-line boat and a staff displaying an orange flag on the starboard end line boat. In the event that the starboard line boat or the port pin end boat is not on station, it will be replaced by a red inflatable mark.

10.3.2 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 diagram below)



10.3.3 When RRS 30.1 Round-an-End Rule is in effect with a Three (3) 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 one of the mid-line boats (if multiple are used) before starting, leaving it to port. This changes RRS 30.1 (see diagram below)



10.4 The Race Committee may have orange inflatable marks tied to any start boat. These marks shall be considered part of the race committee boat and are intended to aid in the visual identification of line segment flag locations. The use of these marks does not change the description of the starting line found in SI 10.3.

10.5 The Race Committee may deploy an Orange Ball off the transom of the Starting line Boats. If used, this buoy is intentionally attached to starting line boats. No boat shall sail between the buoy and the Line Boat. If a boat touches the Orange Ball or crosses between the buoy and the starting line boat, it is considered that contact has been made with the Signal Boat, and a 1 turn penalty shall be completed in accordance with RRS 44.1.

11. RECALLS and STARTING PENALTIES

11.1 Boats subject to individual recall under RRS 30.1 may be broadcast on the VHF Channel 72 as a courtesy. The RC will attempt to broadcast the boats that are OCS twice. It will not alter the list based on a boat's actions subsequent to the start.

11.2 The Race Committee will attempt to notify boats subject to 30.3 (U Flag) and 30.4 (Black Flag) on the VHF Channel 72 prior to the first weather mark.

11.3 Individual and General Recall flags will be displayed on the RC signal boat in accordance with RRS 29 and 30.1 and may be displayed by any other starting line boat as a courtesy. This changes RRS 29.1, 29.2, and 30.1.

12. CHANGING THE NEXT LEG OF THE COURSE

12.1 If the gate marks for the first leeward leg are set more than 0.1nm shorter than the first windward leg, and they are within +/- 5 degrees of the posted course bearing, the signaled change will only be code flag Charlie, Minus sign, and the approximate distance from the windward mark to the gates. A courtesy announcement will be made on the VHF, but no repetitive sounds will be made. This changes RRS 33 and Race Signals.

12.2 If the signaled change is for a windward leg, the new windward mark will be a yellow inflatable buoy (with the offset mark (OS) being an orange ball) unless the change is for the final leg of a WA course which in that case, the finish line will be in the new position.

12.3 If the signaled change is for a leeward leg, the new gate marks will be yellow inflatable buoys unless the change is for the final leg of an LA course, which in that case, the Finish line will be in the new position.

13. FINISH

13.1 The Finish Line will be between a staff displaying an Orange flag on two Race Committee Boats or between a staff displaying an Orange flag on a Race Committee Boat and a nearby green inflatable buoy. This changes Race Signals.

13.2 Code Flag A displayed with no sound while boats are finishing means "No more racing today."

14. PENALTY SYSTEM

14.1 The first sentence of RRS 44.1 is changed to read: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or Rule 31 in an incident while *racing*." This changes RRS 44.1.

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 RRS 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 of the start or finishes within 2.5 hours of the start shall be abandoned.

15.2 A boat that has not started within 4 minutes of her starting signal shall be scored DNS. This changes RRS 63.1, A4, and A5.

15.3 Boats still making a genuine attempt to finish but failing to finish within 45 minutes after the first boat sails the course and finishes will be scored TLE and given two additional points more than the number of boats that finished within that time. This changes RRS 63.1, A4 and A5.3.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 Hearing requests and scoring inquiries shall be submitted online through <https://bit.ly/SailHearing>

16.2 The protest time limit is forty-five (45) minutes after the last boat finish time in the final race of the day. This time will be posted at www.yachtscoring.com. Protest hearings will be conducted as soon as possible.

16.3 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 protest hearing area until excused by the Protest Committee.

16.3.1 Planned protest hearing areas:

- Thursday, Marshall Park
- Friday, The Edgewater Lobby
- Saturday, The Edgewater Lobby
- Sunday, Marshall Park

16.3.2 Due to event logistics, additional physical or virtual locations may be used for hearings. Additional locations will be updated on the official notice board.

16.4 Group 3 crews, determined per World Sailing Regulation #22, who are not registered skippers or drivers: May not file a protest, represent a party in the protest room, or be in contact with their boat's representative in the protest room. Group 3 crew may however act as a witness for another boat during a protest hearing. This adds to RRS 63.3 (a).

16.5 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 RRS 62.2.

16.6 RRS 62.2 adds, After the Race Committee posts the results on the Official Notice Board on Yachtscoring.com, scoring inquiries or a request for redress based on being scored OCS, UFD, or BFD shall be made no later than the protest time limit or 30 minutes after the score posting time, whichever is later. This changes RRS 62.2.

Notices of protests by the race committee, technical committee, or protest committee will be posted at yachtscoring.com to inform boats under RRS 61.1(b).

16.7 The US Sailing prescriptions for RRS 63.2 and 63.1 shall not be in effect for this event. This changes RRS 63.

17. SCORING

17.1 Eight (8) 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 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 (6) 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 To support youth sailing, in addition to the Youth Trophy, the youth winner shall also receive a \$200 gift card as part of the award.

18.3 Service trophies will also be presented at the award ceremony.

19. SAFETY REQUIREMENTS

19.1 Boats that retire from a race or leave the race course between races shall promptly report this to the Race Committee on Race Committee VHF channel 72 and receive an acknowledgment. If this is not possible, they shall promptly report her actions upon returning to shore to the race office representative at Marshall Park or by text to the race committee at 262-701-7133.

19.2 Boats not intending to leave the harbor for the day's racing shall report this to the Race Committee on the Race Committee VHF channel 72 and receive an acknowledgment. If this is not possible, they shall promptly report her actions upon returning to shore to the race office representative at Marshall Park or by text to the race committee at 262-701-7133.

20. REPLACEMENT OF CREW

20.1 The number of persons comprising the crew is a minimum of 3, a maximum unlimited, but each yacht shall sail the entire regatta with the same individuals and number of crew members that are declared at the close of registration, except for unusual situations when the jury of the event may, at its discretion, authorize a substitution. The underlying concept being to prevent "strategic" changing of crew following the close of registration. Requests for a crew change shall be submitted through <https://bit.ly/SailHearing>

21. SUPPORT AND SPECTATOR BOATS

21.1 Each competitor (skipper) shall register any support and / or spectator boat affiliated with their boat in any way with the OA (Julie Navin) during Check-in.

21.2 Individual support and spectator boats shall not approach closer than 75 meters to any boat that is

racing, except at the finish line where they shall not approach closer than 100 meters to the finish line.

21.3 A competitor who approaches a support or spectator boat to talk or to transfer any items must do so at least 100 meters clear of the starting and finishing lines or from boats racing.

21.4 No support or spectator boats shall cause a noticeable wake on the race course by cutting corners while moving from one end of the course to the other end of the course.

21.5 **Support and spectator boats are required by the Race Committee to monitor the Race Committee VHF Channel 72 and shall abide by all Race Committee instructions.** In addition, they shall provide assistance to any competitor in danger if notified to do so by the Race Committee.

21.6 The Race Committee reserves the right to make additional rules for support boats at any time during the regatta.

21.7 The Race Committee may restrict a support boat that violates any of the above-stated rules to an area below the starting line for any period of time. A competitor, whose support boat has violated any of the above-stated rules more than once, may be subject to protest by the Race Committee, Protest Committee, Technical Committee. The Protest Committee may impose penalties for these breaches more or less than a single disqualification.

22. COMPETITOR'S BOATS AND EQUIPMENT

Competitors, their crew, or support persons shall respect all other competitors' boats and equipment and shall not in any way adjust or horseplay with another competitor's boat. Any violations of this SI are subject to protest under RRS 2 and may result in action under RRS 69. .

23. DISCLAIMER OF LIABILITY

23.1 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 3, Decision to Race. In the case of a competitor less than eighteen years of age, his/her parent or legal guardian is so responsible.

23.2 The Organizing Authority (NCESA), Mendota Yacht Club, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official accepts no responsibility for any loss, damage, injury, death or inconvenience incurred in conjunction with the regatta, however, caused. By participating in this event, each competitor, or in the case of minors, each competitor's parent or guardian agrees to release the Regatta Organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

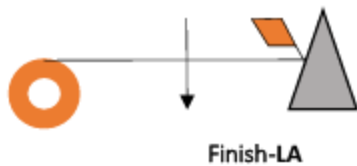
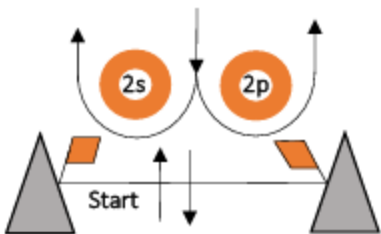
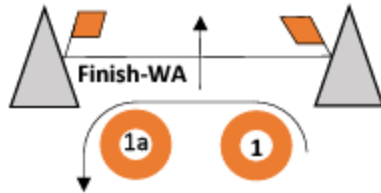
For more information:

Regatta Chair	Patrick Heaney	patrick@ncdtechnologies.com	920-915-4900
Registration / Class Information	Julie Navin	ncesa@e-scow.org	262-325-1154
Nationals PRO	Mark DeGuire	digger665@gmail.com	262-701-7133
Chief Judge	John Porter	jp@scowracers.net	262-975-0097
Technical Committee	Charlie Harrett	charlieharrett@icloud.com	262-325-0588

ADDENDUM #1 - COURSE ILLUSTRATIONS

The diagrams below show the courses and include 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.

All rounding marks shall be left to port, except Mark 2s / 2p which is a gate.



Course WA - Windward/Leeward with Offset Mark, Windward Finish	
Signal	Mark Rounding Order
WA2	Start - 1 - 1a - 2s/2p - Finish
WA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - Finish
WA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - Finish
WA5	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - Finish

Course LA - Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA5	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish

ADDENDUM #2

“Intentions and Expectations” for Starting at the E Scow Nationals

In an effort to ensure that all competitors at the E Scow Nationals have a clear understanding of how the starts will be conducted, the following are the Race Committee’s “Intentions and Expectations” for starting the races. Failure to observe these intentions is not grounds for redress.

1. Races will not be started in less than an average of 5 mph of wind over the majority of the course.

Races will not be started in excess of 25 knots. This limit may vary depending on water conditions and rapid changes in velocity.

2. A multi-segment Starting Line is planned for this event. It is unlikely that a competitor will have the ability to “ping” all segments of the line once the RC boats are anchored and have their line flags displayed. The RC will allow time for review of the starting line, however, competitors will need to commit to a starting segment to allow for timely starts when conditions allow.

3. Starting Flags:

Code flag “I” preparatory signal MAY be used as long as the fleet is able to have starts with limited general recalls. Use of the I flag preparatory signal is at the race committee’s discretion.

If the race committee is satisfied that a General Recall was NOT the result of an unfair starting line or a race committee error, it may use the U and / or Black flag preparatory signal for any subsequent starts.

In the event of a General Recall on a U Flag or Black flag start, the race committee may signal a General Recall up to 60 seconds or more after the starting signal to help facilitate identifying as many OCS boats as possible.

4. Starting:

The race management team may postpone a race during the starting procedure if the mean wind substantially shifts or in the event other influences cause boats to bunch at one end of the start line making for an unfair starting line. In an oscillating wind, the race committee will endeavor to lay a starting line based on the mean oscillations expected.

In the event a General Recall has been caused by an extremely biased angle of the starting line, the race committee may adjust the starting line and have another attempt using the same preparatory signal.

At the start, the starting line axis to the wind will not necessarily be as it was when originally set due to wind oscillations. The key component of whether it is a fair starting line is left to the judgment of the race committee (**A “square line” is NOT a requirement of a fair starting line**).

The starting line axis (and the axis of the individual segments) may not necessarily be the same as the course axis based on the average wind oscillations on the whole race course.

5. Progression of Individual Recall to General Recall: If boats are noted to be OCS during the last minute before the starting signal, the Race Committee will plan on initially signaling individual recall and begin hailing boats it has identified. If it is determined that not all boats can be identified, the RC may then signal General Recall.

6. Regardless of the starting line angle to the wind, it is the responsibility of all competitors to start legally. Keep in mind that the accuracy of your starting line “pings” can vary as much as 3 to 4 meters based on GPS functionality and the movement of the RC boats on the starting line, plus the accuracy of a boat’s own “pings” which are often over the line.