



**ETCHELLS FLEET 27
2023 SPRING, SUMMER, and FALL SERIES,
FLEET CHAMPIONSHIP SERIES,
May 16, 2023 through September 12, 2023
ETCHELLS FLEET 27 – Organizing Authority
Falmouth, Maine USA**

**SAILING INSTRUCTIONS (SIs)
May 9, 2023 (v23.1)**

1. RULES

- 1.1. The Fleet 27 Spring, Summer, and Fall Series and Fleet Championship are governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. RRS Appendix T Arbitration will apply.
- 1.3.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Changes to the sailing instructions made ashore will be posted before 0900 on the day they will take effect.
- 2.2. Changes to a sailing instruction may be made on the water by VHF radio.

3. COMMUNICATION WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at the southwest corner of the Portland Yacht Club at least one hour prior to the scheduled warning signal.
- 3.2. Modifications to the SIs or NOR will be posted on the Fleet website www.etchellsfleet27.com.
- 3.3. On the water, the race committee intends to monitor and communicate with the competitors on VHF radio channel 72.

4. CODE OF CONDUCT

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

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore shall be displayed at the mast of the PYC or on the RC Lindsay Lord.
- 5.2. When flag AP is displayed ashore, “1 minute” is replaced with “not less than **60** minutes” in the Race Signals AP.
- 5.3. The Fleet shall be hailed over VHF 72 if AP is signaled, when AP is dropped, or if racing is abandoned for that night.

6. SCHEDULE OF RACES

6.1. Dates of Fleet racing:

Series	Dates
Spring Series	May 16 to June 20
Summer Series	June 27 to August 1 No racing July 4.
Fall Series	August 8 to September 12

6.2. The scheduled time of the warning signal for the first race is 1800.

6.3. For races on or after August 22, the warning signal is 1730.

6.4. To alert boats that a race or a sequence of races will begin soon, the orange starting line flag will be displayed with one sound signal at least five minutes before the warning signal is made.

6.5. The Race Committee will make a reasonable effort to provide a practice start up to 10 minutes before the scheduled time of the warning signal of the first start, except in the event of a postponement. The Warning Signal for practice starts will be Code Flag 0.

7. CLASS FLAG

7.1. The class flag is the Etchells logo on a contrasting background.

8. RACING AREAS

8.1. The usual Tuesday Series start is to the south of Clapboard Island though wind conditions could allow use of other sailing areas. The Race Committee may announce the venue shortly after departing the dock.

9. THE COURSES

9.1. Courses shall be windward/leeward. Initial windward legs shall be between 0.5 and 1.5 miles in length, depending on wind conditions.

9.2. The Harry Anderson (HA) course may be used.

9.3. An offset mark will be employed at the windward mark.

9.4. A leeward gate may be substituted for the leeward mark.

9.5. No later than the warning signal the Race Committee signal vessel will designate the course using the course symbol and display the approximate course heading and distance to the windward mark.

9.6. All marks shall be rounded to port except mark 3 (the starting pin) of the HA, rounded to starboard.

9.7. Courses:

Course Symbol	Course Description
W (#)	Windward/leeward with number of laps: 1 (upwind, finish downwind), 1.5 (upwind, downwind, finish upwind), 2 (upwind, downwind, upwind, finish downwind), or 2.5 (upwind, downwind, upwind, downwind, finish upwind). The pin is the leeward mark unless a gate is set.
WM (#)	Windward/leeward starting and finishing in the middle of the course, with the number of laps: 1 (upwind, downwind, finish upwind in middle of course), or 2 (upwind, downwind, upwind, downwind, finish in middle of course).
HA	Windward, broad reach, tight reach to starting pin passed to starboard, leeward, finish.

9.8 Course diagrams are on Attachment A: Courses.

10. MARKS

10.1. Marks shall be orange inflatable cylinders. The offset mark shall be a green ball or a yellow inflatable mark.

11. CHECK IN

11.1. Boats that start shall check in with the Race Committee before the start of the evenings racing and prior to the Warning signal by sailing by the Committee boat on starboard tack, hailing her skipper's name, boat's name, and bow and sail number. . Check in by VHF radio is allowed.

11.1.1. Boats that do not comply with SI 11.1 shall be scored "NCI" by the RC without a hearing. A boat receiving NCI shall be scored points for the finish place one more than the number of boats that came to the starting area. This changes RRS A4, A5.1 & A5.2.

11.2. Guest skippers are allowed, but notification must be made to the Race Committee before the start of that evening's racing. Boats with a guest skipper will be scored for a maximum of 2 nights racing per series or 5 nights racing per season. These scored races will be the races sailed earliest in each series or season. Other races completed by a guest skipper will not be scored **for that boat** though we welcome the participation with the Fleet.

12. THE START

12.1. Approximately one minute prior to the warning signal, multiple sound signals shall occur to alert competitors.

12.2. Races shall be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.

12.3. The starting line shall be between the staff displaying an orange flag on the starting boat on the starboard end and the course side of the port-end starting mark.

- 12.4. If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the Race Committee shall attempt to broadcast her sail number on channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 12.5. A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1. To change the next leg of the course, the race committee will move the original mark (or the finish line) to a new position.
- 13.2. If a change in course is made involving the windward mark, the new windward mark will be an inflatable cylinder WITHOUT an offset.

14. THE FINISH

- 14.1. The finishing line is between a staff displaying a blue flag on the finishing boat and the course side of the finishing mark.
- 14.2. After finishing a race, competitors shall attempt to stay clear of the finishing line.

15. PENALTY SYSTEM

- 15.1. US Sailing Prescriptions Appendix V - US Alternative Penalties shall apply.
- 15.2. Appendix V Rule V1 Penalty at the Time of an Incident changes RRS 44.1 to allow a boat to take a One-Turn Penalty rather than a Two-Turn Penalty if it breaks a Part 2 rule other than in the zone around a mark.
- 15.3. Appendix V Rule V2 Post-Race Penalties provides the opportunity to take a 30% Penalty before a hearing.

16. TIME LIMITS AND TARGET TIMES

- 16.1. The Warning Signal Time Limit, Finishing Time Limit, and the Finishing Window are shown in the table below.

Warning Signal Time Limit	Finishing Time Limit	Finishing Window
No later than 60 minutes before sunset at PYC.	First finisher must finish 30 minutes prior to sunset at PYC	20 minutes.

- 16.2. A race that does not meet the Finishing Time Limit will not count towards the series score.
- 16.3. The Finishing Window is the time for boats to finish after the first boat 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. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 16.4. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17. HEARING REQUESTS

- 17.1. Boats intending to protest or request redress for an incident in the racing area should radio their intention to the RC immediately after finishing or retiring from the race concerned, naming any other boat(s) involved, and await an acknowledgement. (This adds to RRS 61.1(a))
- 17.2. The Race Committee shall attempt to inform the Fleet of parties to the protest(s) but it is still the responsibility of those parties involved to comply with protest requirements.
- 17.3. Hearing request forms are available on the PYC bulletin board and shall be lodged with the Race Committee within 45 minutes after the time the Race Committee boat docks or at the conclusion of the arbitration meeting.
- 17.4. The protest hearings shall be held as soon as possible after the races, but, in any case it will be no later than that same evening. The jury will attempt to hear protests in order of receipt.
- 17.5. It is the sole responsibility of each party to a protest to remain on call in the vicinity of the PYC. Failure of any such boat to appear when called for a hearing shall be considered by the Protest Committee as grounds for proceeding under RRS 63.3 (b).

18. SCORING

- 18.1. For all series and the Fleet Championship, boats shall be allowed 1 drop after 5 races, 2 drops after 10 races, 3 drops after 15 races, 4 drops after 20 races, 5 drops after 25 races, and so forth.
- 18.2. Ties shall be broken using Appendix A8.
- 18.3. Scoring guest skippers is listed under 11.2 above.
- 18.4. The Race Committee OOD shall be awarded average points for the races in which the boat performs Race Committee duties. The average shall be calculated using only races of the series in which the boat was OOD and shall exclude the discarded scores for that series.
- 18.5. A team will be scored DNC until it has fulfilled all eligibility requirements. The Series DNC is the total number of individual boats coming to the starting area plus 1 for each series. The Season DNC is the total number of individual boats coming to the starting area plus 1 for the season.

19. SAFETY REGULATIONS

- 19.1. Boats should check in prior to the first warning signal of the day by sailing past the stern of the signal boat on starboard tack and hailing the boat's name, sail number, and number of persons onboard.
- 19.2. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20. EQUIPMENT AND MEASUREMENT CHECKS

- 20.1. Boats may be inspected for safety equipment at the discretion of the Race Officer. Boats may be inspected for compliance with Class Rules as needed.
- 20.2. Required items may include: (minimums from Class Rules)

- One PFD with attached whistle, USCG Type III, for each crew member aboard
- 7.7 pound (or heavier) anchor with ¼" chain totaling 12.1 – 19.8 pounds (approx. 5.5' – 16' of chain and 148 -164' 10mm (3/8"+) dia. Anchor line.
- 2 Buckets, 2.5 gal. with 5' lanyards.
- Floating tow rope, 82 – 98' 10mm (0.5") diameter
- 2 paddles, 4' or longer
- Working bilge pump
- Working VHF radio with channels 9, 16, 68, and 72
- Working double or larger "C" or "D" cell hand-held flashlight or equivalent.

20.3. Boats found not in compliance with their equipment check shall be protested by the Race Officer or the Race Committee for all races that evening.

21. TOWING PROCEDURE

21.1 Should conditions warrant, be it lack of wind or timing constraints, boats should stay together for efficient towing back to shore. Boats should head directly toward the PYC fairway after the last race. Boats preferring a tow will follow the Fleet Towing policy or they may not be picked up.

22. PRIZES

- 22.1 Awards will be given for the top three finishers in each Series. Awards may be provided for winners of each Tuesday evening as well as the yacht that is most improved that evening over its position in the prior Tuesdays racing.
- 22.2 The Fleet Champion trophy will also be awarded.

23. RISK STATEMENT

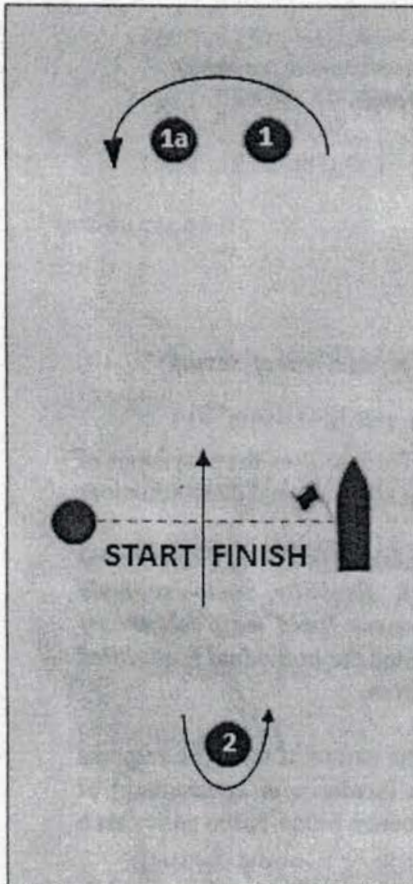
23.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees or acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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.**

24. INSURANCE

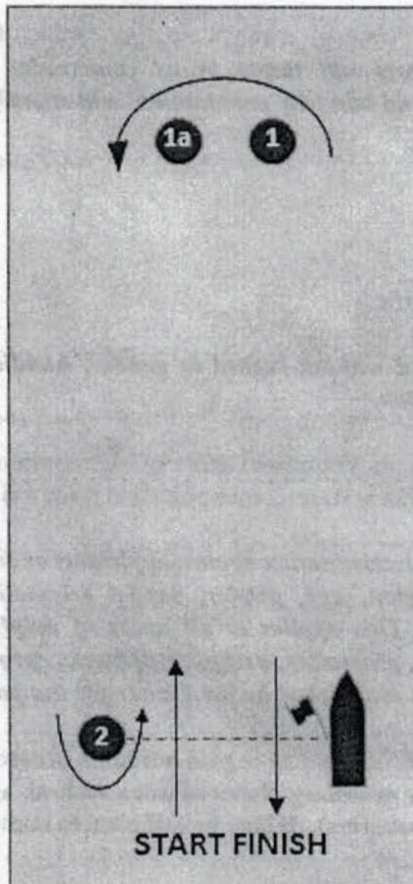
24.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or equivalent.

ATTACHMENT A: Courses

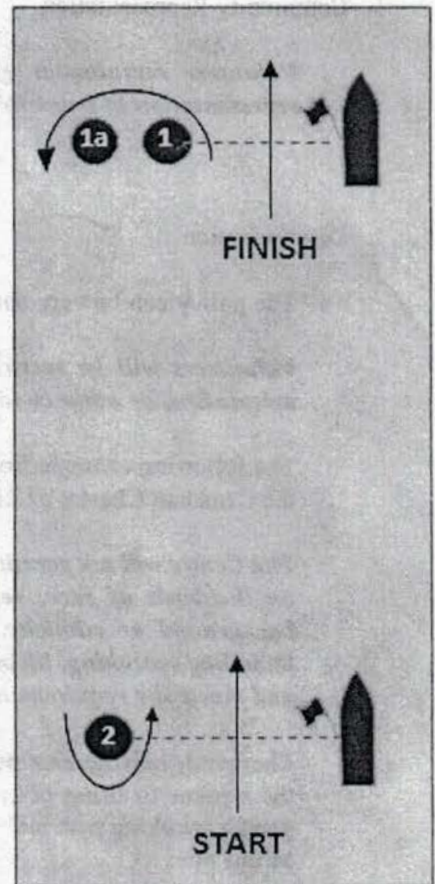
WM1 and WM2



W1 and W2



W1.5 and W2.5



COURSES

WM1: Start, 1, 1a, 2, Finish upwind

WM2: Start, 1, 1a, 2, 1, 1a, 2, Finish upwind

W1: Start, 1, 1a, Finish downwind

W2: Start, 1, 1a, 2, 1, 1a, Finish downwind

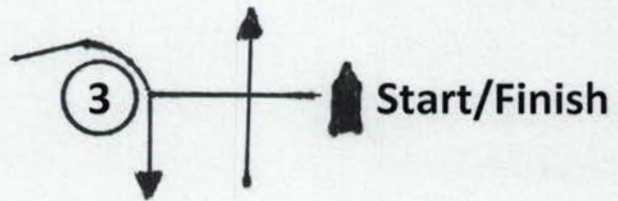
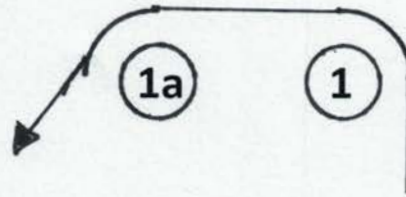
W1.5: Start, 1, 1a, 2, Finish upwind

W2.5: Start, 1, 1a, 2, 1, 1a, 2, Finish upwind

Courses and marks are not to scale

ATTACHMENT A: Courses (cont.)

HARRY ANDERSON (HA)



Course HA: Start, 1, 1a, 2, 3(s), Finish upwind