



ETCHELLS FLEET 27
2025 SPRING, SUMMER, and FALL SERIES,
FLEET CHAMPIONSHIP SERIES,
May 20, 2025 through September 9, 2025
ETCHELLS FLEET 27 – Organizing Authority
Falmouth, Maine USA

SAILING INSTRUCTIONS (SIs)
April 23, 2025 (v25.2)

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*.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Changes to the sailing instructions made ashore will be posted before 1700 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 southeast corner of the Portland Yacht Club (referred to as The Club or PYC) 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. The Club and facilities are free of any form of harassing behavior. Any physical, verbal or sexual harassment will not be tolerated. The Club is a family friendly environment. Obscenities, aggressive, inappropriate or offensive behavior shall not be tolerated neither on nor off the water.

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
Mandatory RC Training Session	May 20 (no racing on May 20)
Spring Series	May 27 to June 24 (5 nights)
Summer Series	July 1 to Aug 5 (6 nights)
Fall Series	August 12 to Sep 9 (5 nights)

- 6.2. The scheduled time of the warning signal for the first race is 1800.
- 6.3. For races on or after August 12, 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 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, and except if a leeward gate is utilized.

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. The windward mark is typically an orange inflatable tetrahedron. The windward offset mark is typically an orange inflatable tomato.
- 10.2. The leeward mark is typically an orange inflatable tetrahedron. The leeward gate is typically two orange inflatable cylinders.
- 10.3. The starting pin is typically an orange inflatable cylinder.
- 10.4. If the noted marks above are not available, the Race Committee shall announce mark replacement descriptions over the VHF before the first warning signal of a race.

11. CHECK IN

- 11.1. Boats shall check in prior to the first warning signal of the day by sailing past the stern of the Race Committee on starboard tack and hailing the boat's name, bow number, and number of persons onboard. 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, RRS A5.1 & RRS 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 races per series or 5 races per total 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. 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.
- 13.3. If a leeward gate is used and there is a change of course for a downwind leg, there will be no gate.

14. THE FINISH

- 14.1. The finishing line is between a staff displaying the orange 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 (see 16.3)

- 16.2. A race that does not meet the Finishing Time Limit will not be scored towards the series score or season total 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 Finishing Time Limit or Finishing Window 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 must 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. Once the Race Committee is back onshore, they shall post any notifications of protests on the PYC notice board as soon as possible.
- 17.3. Hearing request forms are available on the PYC bulletin board and on the Fleet website. Forms shall be emailed to the Race Officer and Protest Committee within **90** minutes after the time the Race Committee boat docks or moors. See the protest request form for the Protest Committee's contact information.
- 17.4. The Protest Committee, consisting of 2+ remotely available individuals, shall process protest hearings after the races and make a ruling **no later than EOD on the Sunday following the race**. The Protest Committee shall share its findings with the Fleet to promote transparency and learning.
- 17.5. It is also the sole responsibility of each party to a protest to respond as soon as possible when contacted by a Protest Committee member via phone, email, or online meeting request. Failure to respond within **24 hours** may 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. Scoring guest skippers is listed under 11.2 above.
- 18.3. The boat performing Race Committee duty shall be awarded average points based on 1) the **average of her scored races** for the **season** in which she performs RC, excluding the discarded scores of that **season** and 2) the **average of her scored races** in the **total series**, excluding the discarded scores of the **series**.
- 18.4. A boat will not be allowed to race until it has fulfilled all eligibility requirements. See NOR section 2.1 for the list of requirements.
- 18.5. Appendix A5.3 applies.

19. SAFETY REGULATIONS

- 19.1. Boats shall check in prior to the first warning signal of the day by sailing past the stern of the Race Committee on starboard tack and hailing the boat's name, bow number, and number of persons onboard. Check in by VHF radio is allowed.
- 19.2. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 19.3. Any time while racing and wind speeds exceed 20 knots all crew members are required to wear a personal flotation device while on deck.

- 19.4. Any time while racing and conditions merit all crew members are strongly advised to wear a personal flotation device while on deck. Conditions to be considered include but are not limited to crew position, MOB risk, the wearing of foul weather gear, water temperature, air temperature, sea state, wind speed and physical ability.

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 include: (minimums derived from International Etchells Class Rules C.5)
 - 20.2.1. One PFD with attached whistle, USCG Type III, for each crew member aboard;
 - 20.2.2. A 7.7 pound (or heavier) anchor with ¼" chain totaling 12.1 – 19.8 pounds (approx. 5.5' to 16' of chain and 148 -164' 10mm (3/8"+) diameter anchor line;
 - 20.2.3. 2 Buckets, 2.5 gal. with 5' lanyards;
 - 20.2.4. Floating tow rope, 82 – 98' 10mm (0.5") diameter;
 - 20.2.5. 2 paddles, 4' or longer;
 - 20.2.6. Working bilge pump;
 - 20.2.7. Working VHF radio with channels 9, 16, 68, and 72;
 - 20.2.8. 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 must hail the Race Committee and be ready with their tow line attached.

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 Tuesday's racing.
- 22.2 The Fleet Champion trophy will also be awarded.

23. RISK STATEMENT

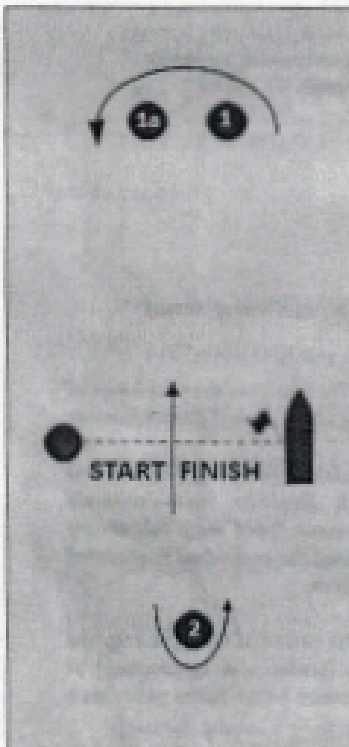
- 23.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees or acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and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

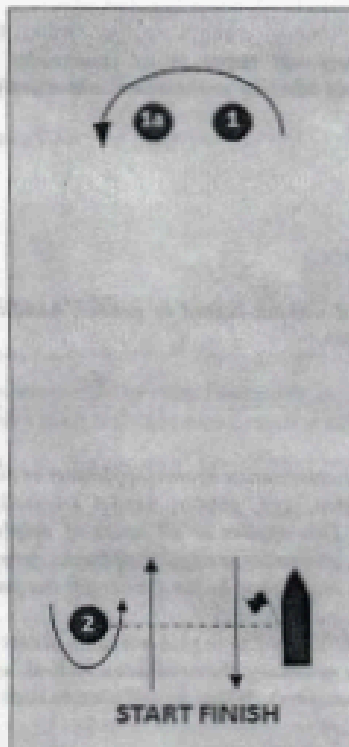
- 24.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or equivalent.

ATTACHMENT A: Courses

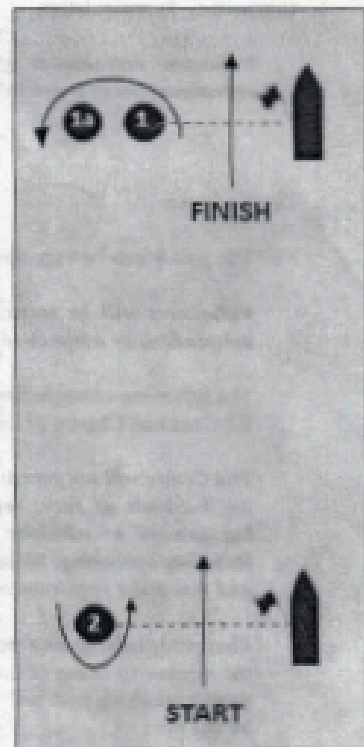
WM1 and WM2



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

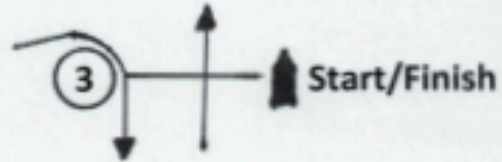
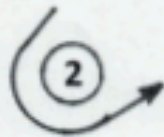
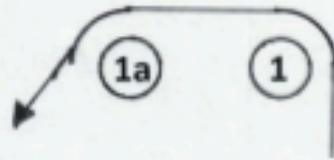
W1.5: Start, 1, 1a, 2, Finish upwind

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