



**ETCHELLS FLEET 27
2026 SPRING, SUMMER, and FALL SERIES,
FLEET CHAMPIONSHIP SERIES,
May 19th, 2026 through September 15th, 2026**

**ETCHELLS FLEET 27 – Organizing Authority
Falmouth, Maine USA**

**SAILING INSTRUCTIONS (SIs)
March 20, 2026**

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) shall apply to all races of the series.
- 1.3. Only the following US Sailing prescriptions apply:
 - 1.3.1. Appendix V (Alternative Penalties);
 - 1.3.2. RRS 88.2 (Changes to Prescriptions);
 - 1.3.3. Appendix R (Procedures for Appeals and Requests);
 - 1.3.4. The prescription to the preamble to Part 5A (no fees for protests or requests of redress);
 - 1.3.5. The prescriptions to RRS 65.1 (Legal Liability and Costs);
 - 1.3.6. 70.3(b) (Appeals); and
 - 1.3.7. RRS 81 (Indemnification).See US Sailing Prescriptions here:
<https://www.ussailing.org/wp-content/uploads/2024/11/US-Sailing-Prescriptions-for-2025-2028-10.29.2024.pdf>
- 1.4. The International Etchells Class Association (IECA) Rules will apply except as modified by the Sailing Instructions (SI).
 - 1.4.1. IECA rules can be found here:
https://etchells.org/assets/documents/IECA_CR_2026-01-01.pdf.
- 1.5. IECA Class Rule C2.1 (crew number limitations) does not apply. See the IECA class rules here: https://etchells.org/assets/documents/IECA_CR_2026-01-01.pdf

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. All areas on or off the water are to be free of any form of harassing behavior. Any physical, verbal or sexual harassment will not be tolerated. All areas are a family friendly environment. Obscenities, aggressive, inappropriate or offensive behavior shall not be tolerated on or 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
Spring Series	May 19 to June 23 (6 nights)
Summer Series	June 30 to Aug 4 (6 nights)
Fall Series	August 11 to Sep 15 (6 nights)

- 6.2. The scheduled time of the warning signal for the first race is 1800.
- 6.3. For races on or after August 18th, 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.
- 6.6. The Race Committee shall attempt to run multiple races each evening but not running multiple races shall not constitute grounds for redress.

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 will usually be between 0.75 and 1.5 miles in length, depending on wind conditions.
- 9.2. The Harry Anderson (HA) course may be used.
- 9.3. Unless otherwise notified by radio 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 should 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 a yellow inflatable cylinder.
- 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.

- 11.2. 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.
- 11.3. 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. This changes Race Signals.
- 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.
- 15.4. Except if the course is shortened to finish at the windward mark, penalties while in the zone 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.

16. TIME LIMITS AND TARGET TIMES

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

Warning Signal Time Limit	First Mark Time Limit	Finishing Time Limit	Finishing Window
No later than 60 minutes before sunset at PYC.	25 minutes for 1st boat	First finisher must finish 30 minutes prior to sunset at PYC	20 minutes (see 16.3)

- 16.2 A race that does not meet either the Finishing Time Limit or the First Mark 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 submitted by email to the race officer barfieldharrison@gmail.com within **45 Minutes** after the time the Race Committee boat docks or moors. Protest forms can be found at <https://etchellsfleet27.com/>.
- 17.4. Individuals named in a protest will be notified as soon as possible of hearings in which they are parties or named as witnesses. Hearings are intended to be held in the Portland Yacht Club Clubhouse after the following week's racing. Hearings will begin as soon as possible but no later than 1 hour after the Race Committee has docked or moored.
- 17.5. Protests filed on the last evening of racing September 17th will be heard that evening at the Portland Yacht Club. The hearing will begin as soon as possible but no later than 1 hour after the Race Committee has docked or moored.
- 17.6. It is the sole responsibility of each party to a protest to remain on call in the vicinity of the PYC on the night their protest is scheduled to be held. 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 63.1 (b).

18. Arbitration

- 18.1. RRS Appendix T (Arbitration) shall apply to all races of the series.
- 18.2. Arbitration will be held the evening the protest was filed at the Portland Yacht Club at the conclusion of the 45 minute protest window or earlier if all parties agree.
- 18.3. Protest parties may wish to consider utilizing Appendix T1 "Post-Race Penalties"

19. SCORING

- 19.1. US Sailing Prescriptions Appendix A4 (Low Point Scoring System) shall apply.
- 19.2. 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.
- 19.3. Scoring guest skippers is listed under 11.2 above.
- 19.4. 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**.
- 19.5. A boat will not be allowed to race until it has fulfilled all eligibility requirements.
- 19.6. Appendix A5.3 "Scores Determined by the Race Committee" applies.
- 19.7. Appendix T1 "Post-Race Penalties" Applies.

20. SAFETY REGULATIONS

- 20.1. 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.
- 20.2. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 20.3. Any time while racing and conditions merit all crew members are strongly advised to wear a personal flotation device. 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.

21. EQUIPMENT AND MEASUREMENT CHECKS

- 21.1. Boats may be inspected for compliance with IECA class and Fleet 27 rules at any time.
- 21.2. PERSONAL EQUIPMENT - MANDATORY (IECA C3.1 Modified)
 - 21.2.1. The boat shall be equipped with a personal flotation device for each crew member to the minimum standard in accordance with ISO standard 12402-5 (Level 50), or USCG Type III. The personal flotation device shall be readily available and shall have a whistle attached.
- 21.3. FOR USE WHILE RACING - MANDATORY (IECA C5.1)
 - 21.3.1. Hand Pump, which may be fastened, see IECA C.7.4(c)(9)
 - 21.3.2. Anchor, as follows: anchor weight 3.5 kg minimum; anchor chain link size 6 mm minimum; combined weight anchor and chain 5.5 kg minimum to 9.0 kg maximum;

- anchor line diameter 10 mm minimum; continuous anchor line length (running rigging does not comply with this rule) 45 m minimum to 50 m maximum
- 21.3.3. 2 Buckets, each as follows: minimum capacity 9.5 liters, lanyard length 1.5 m minimum
- 21.4. FOR USE WHILE RACING - OPTIONAL (IECA C5.1.b)
- 21.4.1. IECA C5.1.b (Optional Portable Equipment) is changed to allow the following device functionality: OCS/Clear Start Messaging, COG, Heel, Pitch (fore aft trim), SOG, VMG, Distance to Line, Time to Line, Time to Burn, Shift tracking, Data Logging and Zone Messaging.
- 21.5. NOT FOR USE WHILE RACING - MANDATORY (IECA C5.2.a)
- 21.5.1. Towing rope: minimum 25 m and maximum 30 m of continuous length and of not less than 12 mm diameter. Towing rope must float and must not be pre-stretched. Running rigging does not comply with this rule.
- 21.5.2. Two paddles: minimum 1200 mm long and with a blade area of minimum 0.04 m
- 21.6. All boats shall carry a VHF radio capable of communicating on channels 9, 16, 68, 69, 70, 71, 72, and 78 per Fleet 27 rules.

22. TOWING PROCEDURE

- 22.1. 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.

23. PRIZES

- 23.1. 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.
- 23.2. The Fleet Champion trophy will also be awarded.

24. RISK STATEMENT

- 24.1. Competitors' attention is drawn to RRS Fundamental Rule 3 which 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.**
- 24.2. Competitors participate in the event entirely at their own risk. 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 event. Additionally, all competitors and support persons will be required to follow all local, county, state and federal regulations regarding health and safety. The OA may choose to impose

additional regulations at their discretion which will be posted on the official notice board.

- 24.3. The Organizing Authority is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during or after the regatta.

25. INSURANCE

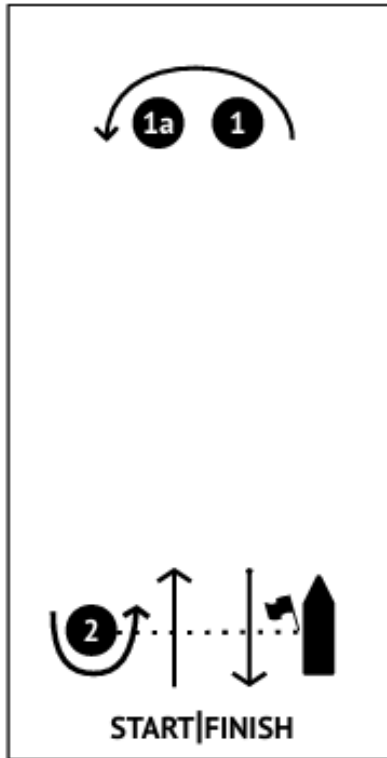
- 25.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or equivalent.

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

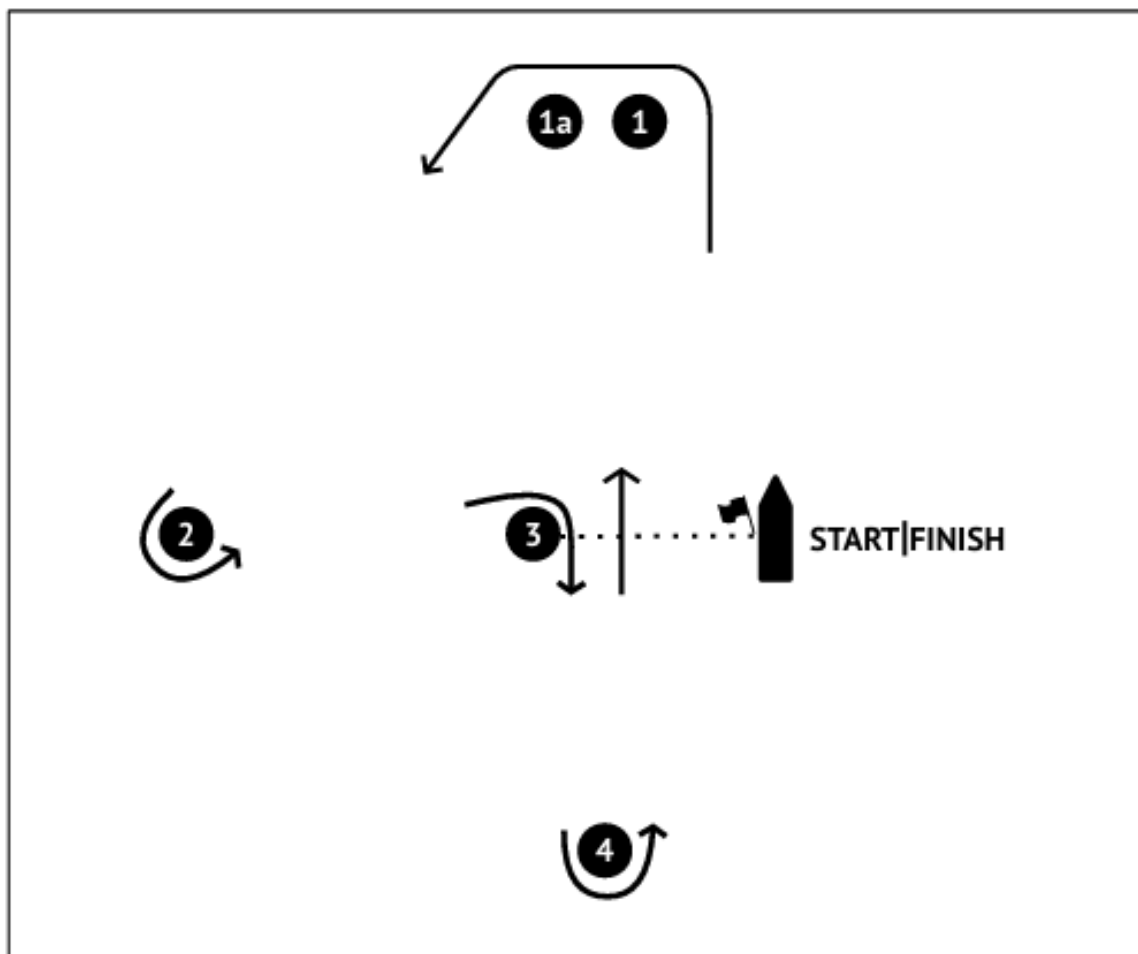
W1.5: Start, 1, 1a, 2, Finish upwind

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

Courses and marks are not to scale

ATTACHMENT A: Courses (continued)

HARRY ANDERSON (HA)



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

Course and marks are not to scale