



# MENTOR HARBOR YACHT CLUB INVITATIONAL REGATTA

Mentor Harbor Yacht Club June 11th & 12th, 2022  
5330 Coronada Drive, Mentor-on-the-Lake, OH 44060

## SAILING INSTRUCTIONS

*The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification.*

*The notation '[NP]' in a rule in the SI means that instruction is not grounds for protest or a request for redress by a boat. This changes rule 60.1.*

### 1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The prescriptions of US Sailing will apply, except RRS 63.2 shall not apply.
- 1.3 In the event of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail. This changes RRS rule 63.7
- 1.4 "Class" in these Sailing Instructions is defined as the Class or the Division within a rating system to which a boat is assigned on the scratch sheet. (example: PHRF B, JAM A, J/105, etc.).

### 2 CLASSES

- 2.1 Boats without current a PHRF or JAM measurement certificate will be assigned a rating, at the discretion of the Race Committee, which shall be valid for this regatta only and cannot be appealed.
- 2.2 Class splits will be made after entries close June 9, 2022 at 2000 hrs for PHRF and JAM. The decisions by the Race Committee on splits are final. This changes RRS rule 60.1(b).

### 3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 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 2200 on the day before it will take effect.

## **4 COMMUNICATIONS WITH COMPETITORS**

- 4.1** Notices to competitors will be posted in the [www.YachtScoring.com](http://www.YachtScoring.com) page for this event. Official bulletin board at MHYC located at the MHYC Gas Dock.
- 4.2** The Race Committee monitors VHF channel 72.
- 4.3** Communications between the race committee which may be overheard by a competitor or competitors shall not be grounds for redress or protest
- 4.4** [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.

## **5 CODE OF CONDUCT**

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

## **6 SIGNALS MADE ASHORE**

- 6.1** Signals made ashore will be displayed from the flagpole directly south of the MHYC club house. When a signal is displayed with a Class flag, it applies to that Class only, otherwise it applies to all.
- 6.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

## **7 SCHEDULE OF RACES**

- 7.1** Saturday June 11, 2022:  
Harbor Start 0900 hrs  
First warning signal 0955 hrs  
Up to 3 races for the day on Saturday

Sunday June 12, 2022:  
Harbor Start 0900 hrs  
First warning signal 0955 hrs  
Up to 2 races for the day on Sunday

Awards to follow racing on Sunday

- 7.2** No warning signal will be made after 1300 hrs on Sunday June 12, 2022.

## **8 CLASS FLAGS**

- 8.1** Class flags and starting sequence for the races will be posted on the Official Board and available with the scratch sheets.

## **9 RACING AREA**

- 9.1** Racing will take place on the open waters of Lake Erie immediately north of Mentor Harbor Yachting Club.

**CHECK-IN and CHECK-OUT** '[DP]' '[DN]'

All boats must check in during the 10 minutes preceding their start by sailing past the committee boat on starboard and hail their sail number.

Boats which retire from the race for any reason MUST report their action as soon as possible to the Race Committee. This report may be made either by marine radio VHF channel 72 or in person to one of the Race Committee Boats, or in person at the Mentor Harbor Yachting Club gas dock.

**10 COURSES**

- 10.1** The diagram attached as Exhibit "B?" show the courses, including the approximate angle between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2** No later than the Warning signal, the Race Committee Signal vessel shall display the course designation and an approximate compass bearing of the first leg. The compass bearing may be rounded to the nearest tenth 10° and rounded to two digits (e.g. "23" for 230° degrees).

**11 MARKS**

- 11.1** Windward mark will be an Orange Tetrahedron. Leeward mark(s) or gate will be Orange Tetrahedron. The starting mark will be a Yellow Cylinder. The Finish mark will be an Orange Cylinder.
- 11.3** New marks, as provided in SI 13, are Yellow Tetrahedron

**12 THE START**

- 12.1** Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 12.3** The starting line shall be between a staff displaying an orange flag on the Race Committee Signal vessel at the starboard end and a Yellow Cylinder starting mark at the port-end.
- 12.4** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.5** The Race Committee Signal Vessel (starboard end of the start line) may trail a Red Hip-Hop ball off its transom. It and its tether line are part of the RC vessel.

**12.6** More than one class flag may be displayed at the Warning Signal.

**12.7** 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 via VHF Channel 72. 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).

**12.8** A boat that does not start within 4 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 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.

### **14 THE FINISH**

**14.1** The finishing line is between a staff displaying a blue flag on the Race Committee boat and an Orange Cylinder as the finishing mark.

### **15 PENALTY SYSTEM**

**15.2** The first two sentences of RRS 44.1 are changed to "A boat may take a One-Turn penalty when she may have broken a rule of Part 2 or Rule 31 while racing. However, when she may have broken a Rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns penalty". This changes RRS 44.1. RRS 44 applies, including Rule 44.2 (TWO TURNS PENALTY). In case of a sustained protest involving the Racing Rules, the protested boat, at the discretion of the Race Committee, may be penalized by having her corrected time increased by a penalty of thirty minutes in lieu of disqualification. This modifies RRS rule 44.3.

### **16 TIME LIMITS**

**16.1** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
30 Minutes	1 Hour	20 Minutes

**16.2** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

**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 two 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** For each class, the protest time limit is 60 minutes after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

**17.2** Hearing request forms are available at the MHYC Gas Dock and protests shall be delivered to the Hearing Office located in the lower level Board room prior to the end of the protest time limit specified in Instruction 18.2.

**17.3** 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 protest room, located at lower level Board Room beginning at the time posted. Hearing will be heard in the approximate order they are received.

## **18 SCORING**

**18.1** The scoring system is defined in RRS Appendix A, except A2 is changed in that no score shall be excluded.

**18.2** One (1) race is required to be completed to constitute a series.

**18.3** A boat's series score is the total of her race scores.

**18.6** To request correction of an alleged error in posted race or series results, a boat shall complete a scoring inquiry form available at the race office and submit to the Scoring Officer within the protest time limit. No redress or inquest will be heard after 1700

## **19 EQUIPMENT AND MEASUREMENT CHECKS**

**19.1** A boat or equipment may be inspected at any time for compliance by the Race Committee before starting or after finishing.

## **20 HAUL-OUT RESTRICTIONS**

**20.1** [DP] Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

## **21 PRIZES**

**21.1** Prizes shall be awarded to the first, second and third place boats in each class.

**21.2** Other prizes may be offered at the discretion of the organizing authority.

## **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 or the equivalent.

# EXHIBIT "B" – Course Diagram(s)

