

**CRI Day on the Bay Regatta**  
**Organizing Authority: CRI and the Erie Yacht Club (EYC)**  
**August 30, 2026**  
**Erie, PA**

**SAILING INSTRUCTIONS (SIs)**

**1            RULES**

- 1.1**            The event is governed by the rules as defined in *The Racing Rules of Sailing*.

**2            CHANGES TO SAILING INSTRUCTIONS**

- 2.1**            Any change to the sailing instructions will be posted before 0930 on Sunday, August 30, 2026.

**3            COMMUNICATIONS WITH COMPETITORS**

- 3.1**            Notices to competitors will be posted on the official notice board located on the windows of the west porch of the clubhouse.
- 3.2**            The race committee intends to use VHF channel 72 to broadcast courtesy information to competitors, including OCS hails and other race information. A boat may not request redress based on failure of the race committee to broadcast, sequence of information in the broadcast, or failure of a boat to hear any part of a broadcast. This changes RRS 61.1(a).

**4            SIGNALS MADE ASHORE**

- 4.1**            Signals made ashore will be displayed at the flagpole in front of the clubhouse.
- 4.2**            When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

**5            SCHEDULE OF RACES**

- 5.1**            The warning signal for the first boat will be at 11 am on August 30, 2026.

**6            CLASS FLAGS**

- 6.1**            The Class flag is a white pennant with a red circle (numeral pennant 1).

**7            RACING AREA**

- 7.1**            The race will be held in Presque Isle bay.

**8            COURSES**

- 8.1**            The diagrams in SI Addendum A shows the location of the marks to be used as well as the approximate GPS coordinates of each mark.

**8.2** No later than the warning signal, the race committee will post the marks to be rounded in the order to be rounded, as well as a green flag if the marks are to be rounded to starboard and a red flag if they are to be rounded to port. Postings and race signals will be made from the Lighthouse deck.

## **9 MARKS**

**9.1** Marks are white poles with red stripes and letters denoting the mark name. The Y mark currently displays the letter L, not Y.

## **10 THE START**

**10.1** The race will be started using RRS 26 for the first boat. All other boats will start at the time specified on the starting sheet after the start time of the first boat. The starting sheet will be distributed at the competitor's meeting.

**10.2** The starting line is between the M and Y marks.

## **11 THE FINISH**

**11.1** The finishing line is between the M and Y marks.

## **12 PENALTIES**

**12.2** RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

## **13 TIME LIMIT**

**13.1** Any boat that does not sail the course and finish by 1:30 pm will be scored Time Limit Expired (TLE) without a hearing. Boats being scored TLE will be given points equal to the number of finishers in their class plus 2. This changes RRS A5.2.

## **14 HEARING REQUESTS**

**14.1** The protest time limit is 45 minutes after the last boat finishes. The time will be posted on the official notice board.

**14.2** 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 EYC conference room, beginning at the time posted.

## **15 SCORING**

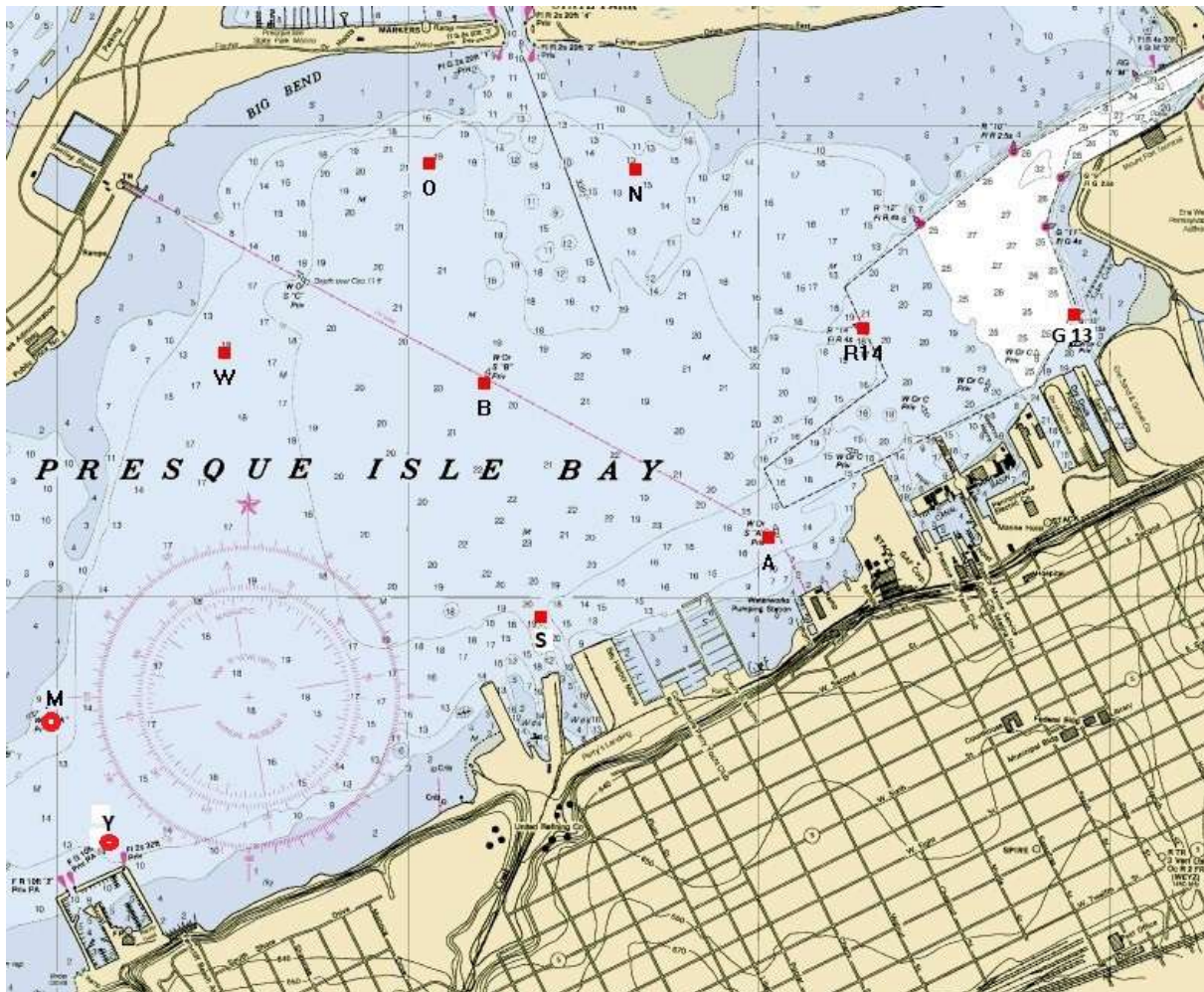
**15.1** A boat's finishing place will be its uncorrected finish position within its class. This changes RRS A3.

## **16 PRIZES**

**16.1** Flags will be given for first, second and third place for each class.

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..**

### SAILING ADDENDUM A – MARK LOCATION



| Bay Marks & Magnetic Headings |            |      |      |      |      |      |      |             |             |
|-------------------------------|------------|------|------|------|------|------|------|-------------|-------------|
|                               |            |      |      |      | 4-26 |      |      | WATER WORKS | WATER WORKS |
| APPROXIMATE                   | M          | W    | O    | N    | S    | R 14 | G 13 | A           | B           |
| <b>M</b>                      | Degrees    | 26   | 38   | 50   | 77   | 68   | 72   | 78          | 52          |
| N 42:07.57                    | Naut Miles | 1.05 | 1.56 | 1.78 | 1.04 | 1.93 | 2.33 | 1.55        | 1.22        |
| W080:07.88                    |            |      |      |      |      |      |      |             |             |
| <b>W</b>                      | 206        |      | 56   | 76   | 140  | 98   | 97   | 118         | 106         |
| N 42:08.52                    | 1.05       |      | 0.59 | 0.95 | 0.87 | 1.35 | 1.80 | 1.23        | 0.55        |
| W080:07.52                    |            |      |      |      |      |      |      |             |             |
| <b>O</b>                      | 218        | 236  |      | 102  | 176  | 120  | 113  | 148         | 176         |
| N 42:08.92                    | 1.56       | 0.59 |      | 0.43 | 0.98 | 0.99 | 1.40 | 1.08        | 0.48        |
| W080:06.94                    |            |      |      |      |      |      |      |             |             |
| <b>N</b>                      | 230        | 256  | 282  |      | 202  | 134  | 119  | 170         | 225         |
| N 42:08.91                    | 1.78       | 0.95 | 0.43 |      | 0.97 | 0.61 | 0.98 | 0.84        | 0.56        |
| W080:06.35                    |            |      |      |      |      |      |      |             |             |
| <b>S</b>                      | 257        | 320  | 356  | 22   |      | 58   | 70   | 81          | 356         |
| N 42:07.96                    | 1.04       | 0.87 | 0.98 | 0.97 |      | 0.90 | 1.29 | 0.53        | 0.51        |
| W080:06.62                    |            |      |      |      |      |      |      |             |             |
| <b>R 14</b>                   | 248        | 288  | 300  | 314  | 238  |      | 96   | 215         | 272         |
| N 42:08.57                    | 1.93       | 1.35 | 0.99 | 0.61 | 0.90 |      | 0.45 | 0.48        | 0.81        |
| W 080:05.70                   |            |      |      |      |      |      |      |             |             |
| <b>G 13</b>                   | 252        | 277  | 293  | 298  | 250  | 276  |      | 245         | 273         |
| N 42:08.60                    | 2.33       | 1.80 | 1.40 | 0.98 | 1.29 | 0.45 |      | 0.78        | 1.26        |
| W080:05.10                    |            |      |      |      |      |      |      |             |             |
| <b>A</b>                      | 258        | 298  | 328  | 351  | 261  | 35   | 65   |             | 309         |
| N 42:08.13                    | 1.55       | 1.23 | 1.08 | 0.84 | 0.53 | 0.48 | 0.78 |             | 0.70        |
| W080:05.94                    |            |      |      |      |      |      |      |             |             |
| <b>B</b>                      | 232        | 286  | 356  | 45   | 176  | 92   | 93   | 129         |             |
| N 42:08.46                    | 1.22       | 0.55 | 0.48 | 0.56 | 0.51 | 0.81 | 1.26 | 0.70        |             |
| W080:06.77                    |            |      |      |      |      |      |      |             |             |