

The 216 Regatta

September 26-27, 2026

Edgewater Yacht Club
Cleveland, Ohio 44102

SAILING INSTRUCTIONS

The notation "[NP]" in a rule in the NOR or SIs means that instruction is not grounds for protest or a request for redress by a boat. This changes RRS 60.1, 60.4, 61.1(a) and 61.4(b).

1. RULES

- 1.1 The event will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 [NP] RRS 60.1 is changed to prohibit a boat from protesting another boat for an alleged breach of a class rule requiring class membership.
- 1.3 The following US Sailing Prescriptions do not apply: The prescriptions to Section B of Part 5 and RRS 63.
- 1.4 RRS 60.4(a)(2) is replaced with: "(2) if it is from a boat that alleges a breach of a rule of Part 2 or rule 31, but she was not involved in it **and** did not see the incident, or"

2. COMMUNICATION

- 2.1. Notices to competitors shall be posted on the [Official Notice Board](#).
- 2.2. On the water, the race committee intends to monitor and communicate with competitors via VHF Radio Channel 71 on Alpha Course and VHF Radio Channel 72 on Bravo Course.

3. CHANGES TO THE SAILING INSTRUCTION

- 3.1. Except for instruction 3.2 below, any change to the sailing instructions shall be posted not less than two (2) hours prior to the first scheduled race on the day it shall take effect.
- 3.2. Any change to the schedule of races will be posted no later than 1800 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore shall be displayed from the flagpole located north of the EYC clubhouse.
- 4.2. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in race signal AP. This changes race signals AP.

5. SCHEDULE OF RACES

Sat Sep 26

9:00 AM Skippers' Meeting to be held on the patio at the SE corner of the club house.

10:55 AM Warning for first race of the day.

Sun Sep 27

9:55 AM Warning for first race of the day.

No warning signal after 1:00 PM.

Races will be run back-to-back on each day. Second and subsequent races will start shortly after the last finisher of that class's preceding race. Seven total races are scheduled.

6. CLASS FLAGS

- 6.1. The class flags for each class will portray the appropriate class's class insignia, with the exception of the J/105 class, which will use the Numeral Pennant 0 and the Level 72 Class which will use Numeral Pennant 1.

7. RACING AREA

- 7.1. On the open waters of Lake Erie, North of Edgewater Yacht Club.
- 7.2. The J/105, T-10, and Level 72 classes will race on Alpha Course. All other classes will race on Bravo Course.

8. THE COURSES

- 8.1. The diagrams in Attachment A show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2. The RC intends to set a gate at the leeward end of the course. However, a single leeward mark may be set, in which case it shall be left to port.
- 8.3. The course number, approximate magnetic bearing and distance in nautical miles to the first mark will be displayed from the race committee signal boat prior to the warning signal for each race.

9. THE MARKS

Mark	Alpha Course	Bravo Course
Start Line Mark	Yellow Cylinder	Yellow Markset Bot
Windward Mark	Green Tetrahedron	Green Tetrahedron
Offset Mark	Small Green Tet	Small Green Tet
Windward Change	Yellow Tetrahedron	Yellow Tetrahedron
Leeward and Gate Marks	Orange Tetrahedrons	Orange Markset Bots
Finish Line Mark	Orange Cylinder	Yellow Markset Bot

10. THE START

- 10.1. The starting line shall be between a staff displaying an orange flag on the signal vessel and the course side of the mark.
- 10.2. [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the sequence for other races.
- 10.3. A boat that does not start within four (4) minutes of her starting signal shall be

scored Did Not Start without a hearing. This changes rules A5.1, A5.2, and A10.

- 10.4 [NP] 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 may attempt to broadcast her sail number on the VHF channel for competitor communication. Failure to make a broadcast, the order of sail numbers called, or to time it accurately will not be grounds for a request for redress. This changes RRS 61.1(a) and 61.4(b).

11. **COURSE CHANGES**

- 11.1. **After the Starting Signal.** To change the next leg, as allowed by RRS 33, the race committee will deploy a new mark, which will be a Yellow tetrahedron, move the finishing line or move the gate and remove the old mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. If the weather mark is changed there will be **no** offset.
- 11.2. **Before the Starting Signal.** If there is a significant wind shift during the series of starting sequences, the RC may signal a change of course for the next class to start as follows: A "C" flag will be displayed from the Signal vessel prior to the warning signal. Attention to the change of course will be made with multiple sound signals. The new course axis may be displayed on the course board. The new mark will be a yellow tetrahedron. An offset mark will not be set. The "C" flag will continue to be displayed for each class for which the yellow weather change mark applies. A second change under this section will revert back to the original green tetrahedron.

12. **THE FINISH**

- 12.1. The finishing line shall be between a staff displaying a blue flag on the signal boat and the course side of the mark as described in Instruction 9.1.

13. **PENALTY SYSTEMS**

- 13.1. Penalties at the time of the incident: Appendix V1 shall apply.
- 13.2. Penalties within the zone of Mark 1 may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2 and V1.
- 13.3. Penalties after the race: RRS Appendix V2 applies. After a race, a boat that may have broken a rule of Part 2 or rule 31 while racing may take a Post-Race Penalty for that incident. The penalty shall be a 20% Scoring Penalty calculated as stated in rule 44.3(c). This changes V2(b).
- 13.4. A boat takes a Post-Race Penalty by completing a Penalty Acceptance form and submitting it to the race headquarters (Chart Room) within the protest time limit. This changes RRS Appendix V2(a).

14. **TIME LIMITS**

- 14.1. In accordance with RRS 35, the time limit for each race is ninety (90) minutes.
- 14.2. If no boat in a class has passed Mark 1 within thirty (30) minutes, the race shall be abandoned for that class.

- 14.3. Boats failing to finish within twenty (20) minutes after the first boat sails the course and finishes shall be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A5.1, A5.2 and A10.

15. PROTESTS AND REQUEST FOR REDRESS

- 15.1. A boat intending to protest another boat concerning an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest and, when applicable, the identity of the protestee.
- 15.2. Hearing Request forms are available at the race headquarters (the Chart Room) at EYC. Protests and requests for redress shall be delivered there within the appropriate time limit.
- 15.3. For each class, the protest time limit is one (1) hour after the RC signal vessel for that class docks after the last race of the day or the RC signals no more racing today on the flagpole ashore, whichever is later. The time will be posted on the official notice board.
- 15.4. Notices will be posted no later than thirty (30) minutes after the protest time limit to inform competitors of hearings in which they are parties. Hearings shall be held in the EYC Chart Room beginning at the time posted on the official notice board. All parties to a hearing shall meet at the Commodores' Table in the EYC Dining Room ten (10) minutes prior to their scheduled meeting time; Hearings that do not have all Parties present at its start may be moved to the end of the hearing schedule.
- 15.5. Protests by the RC or Protest Committee (PC) shall be posted to inform boats under RRS 60.2(a)(2).
- 15.6. The RC shall post RC scoring actions (OCS, UFD, ZFP, BFD, NSC, TLE) on the official notice board within the protest time limit. A request for redress based on these posted scores shall be made no later than one (1) hour after the scoring actions are posted. This changes RRS 61.2(b)(3).

16. SCORING

- 16.1. One (1) race is required to be completed to constitute a series.
- 16.2. The scoring system will be in accordance with the RRS Appendix A.
- 16.3. When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 16.4. Boats scored TLE in accordance with Instruction 14.3 will receive points equal to the number of boats in her class finishing within the Time Limit as described in Instructions 14.1 and 14.3 plus one (1) point.

17. SAFETY REGULATIONS

- 17.1. [DP]NP] Check-In - All boats shall check-in with the Race Committee boat displaying the "L" flag at least five minutes before the first warning signal of the day by sailing past the committee boat on starboard tack and hailing her class and sail number until acknowledged by the Race Committee.
- 17.2. Retirement - A boat that retires from a race shall notify the RC as soon as possible.

18. **HAUL-OUT RESTRICTIONS**

- 18.1. With the exception of the VX One and Jet 14 fleets, boats shall not be hauled out during the regatta except with and according to the terms of prior written permission from the Organizing Authority.

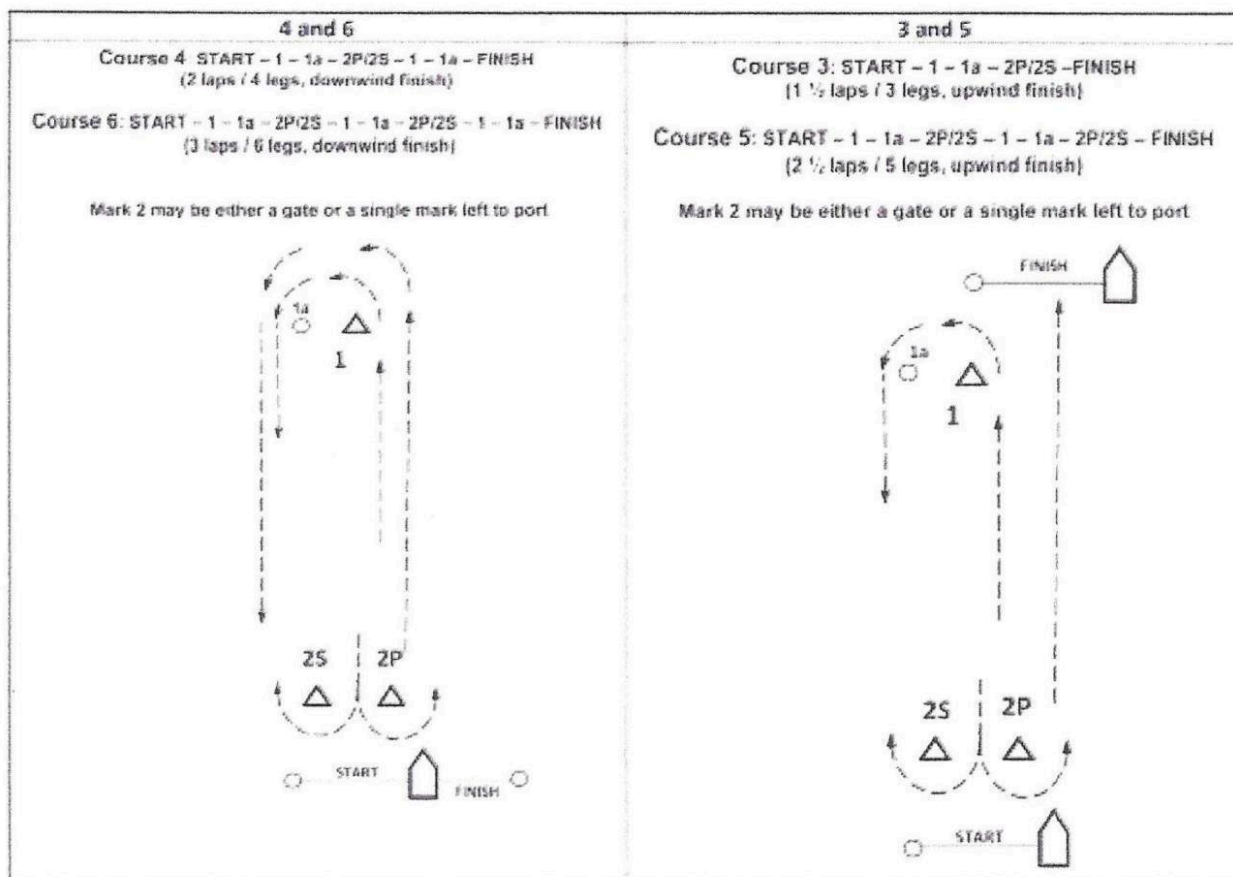
19. **RADIO COMMUNICATION**

- 19.1. [DP] Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats.

20. **DISCLAIMER OF LIABILITY**

- 20.1. Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. 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. The Race Organizers (Organizing Authority, Race Committee, Protest Committee, Sponsors and any other organization or official) will not be responsible for damage to any boat or other property or injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

Attachment A



Mark 1a (the offset mark) is set at the RC's discretion. If set, it must be rounded as described.

Attachment B

