2021 LIGHTNING NORTH AMERICAN CHAMPIONSHIP

CLEVELAND, OH

International Lightning Class Association
2021 North American Championship
Cleveland OH, USA
8-14 August 2021

NOTICE OF RACE

International Lightning Class Association & Edgewater Yacht Club, are the organizing authority.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, the *ILCA Constitution, By-Laws, Lightning Specifications* and the *Document Governing All Sanctioned Lightning Class Championships* **(hereafter referred to as *Document Governing*)**. They are available at https://www.lightningclass.org/docs.ashx?id=328142 and https://www.lightningclass.org/content.aspx?page_id=86&club_id=93488

1.2. US Sailing Prescriptions apply and are available at: https://cdn.ussailing.org/wp-content/uploads/2020/11/2021-2024-US-Prescriptions-Final.pdf

1.3. Boats are required to carry portable equipment in accordance with *NOR Addendum ILCA Required Equipment.* (attached)

1.4. Appendix T Arbitration applies. [T2, T3 and T4 are deleted]

1.5. The rules identified below will be changed as noted. The sailing instructions may also change other racing rules.

1.5.1. RRS 27.3 is changed to add the following: "The RC or OA shall not abandon (or cancel) a scheduled race, or races, before the starting signal without approval of the Class Representative.

1.5.2. RRS 42.3(c) is changed to read: "Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull the sheet only, (not the guy), in order to initiate surfing or planing, but each sail may be pulled only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used."

1.5.3. RRS 44 is changed to add the following: "The two turns penalty as provided in RRS Rule 44 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely (below the gooseneck) while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one turn instead of two."

1.6. If there is a conflict between languages, the text written in its original English Document will take precedence.

2. SAILING INSTRUCTIONS

The sailing instructions will be available no later than 05 August 2021 online at www.yachtscoring.com and will be available at EYC during registration and check-in times.

3. COMMUNICATION

3.1. Use of hand-held VHF radios will be permitted for communication from the Race Committee to competitors on a predetermined channel to be identified in the Sailing Instructions. The Race Committee intends to use VHF radio to identify OCS (On Course Side of the line) boats after starts and otherwise communicate with the fleet on the water. Failure to receive a hail, for a hail to be made, the order of hails made, or receive other communications to the fleet shall not be cause for redress.

3.2. Other use of any communication device is prohibited, and such use shall require withdrawal from the race unless determined by the Race Committee to have been for emergency purposes.

4. ELIGIBILITY AND ENTRY

4.1. Eligibility for Boats, Skippers and Crew shall be in accordance with Articles V, VI, and XII of the Document Governing. Each US and Canadian entry shall qualify for participation in the NAC by participating or registering in their respective District Championship Regatta. Participants may register in advance of qualifying, but failure to complete the qualification process will void entry. Competitors from other countries may request entry information from the class office.

4.2. One or more skippers from the Women's, Juniors and Masters fleets, not previously qualified through their District, may be entitled to enter the 2021 North American Championship Regatta in accordance with the Document Governing. These entries are not included in the 100-boat limit noted in 4.5 and may register immediately after completion of the WJMs.

4.3. Eligible boats may enter the Regatta by completing the registration form and paying the registration fee(s) by 1600 on Friday August 6, 2021, except for participants qualifying via 4.2. Registration is online at www.yachtscoring.com, and will open on April 15, 2021 at 1000 Eastern Time.

4.4. When registering, each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta, on the property of EYC, or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, from liability for such damage or injury.

4.5. Registration is limited to 100 boats based upon a first come first serve basis who meet the eligibility requirements in section 4.1.

5. FEES

The entry fee is $575 USD. A late fee of $100 USD will be charged for payments received after July 10, 2021.

Competitors will receive:

- Monday Welcome event with dinner at EYC
- Wednesday dinner at EYC
- Saturday awards dinner at EYC
- Beer and snacks after racing
- Awards and Prizes
- Full guest privileges at EYC, including all on site dining and bar services.

6. CREW LIMITATIONS

Crew shall be three, all of whom shall be ILCA members as per ILCA By-Laws.

7. ADVERTISING

Boats may be required to display advertising chosen and supplied by the organizing authority.

8. QUALIFYING SERIES AND FINAL SERIES

8.1. The event may consist of a qualifying and then final series.

ELIMINATION RACES & CHAMPIONSHIPS

8.2. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible. Four elimination races shall be scheduled, to be sailed the first two days. If all are sailed, three will be scored. If less than four are sailed, all will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated. If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the races sailed. If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed. This changes RRS A2.

8.3. The right of appeal shall be denied for the qualifying series per RRS 70. The Executive Committee may wave this requirement if the host venue can not meet the requirements of RRS 70.

8.4. The 33 Skippers receiving the lowest number of points in the races plus the reigning North American Champion and all Skippers tied for 33rd place shall be entitled to sail the final series to determine the North American Champion. However, if the reigning Champion chooses and so notifies I.L.C.A. at least thirty days ahead of the first elimination race, he may sail in the Qualifying Series. If he qualifies for the final series to determine the North American Champion the Fleet will be increased to 34 and all Skippers tied for 34th place. The remaining Skippers shall sail for the Presidents' Cup, except that where more than 35 remain after selection of the Championship group, a Governors' Cup series will be conducted. In such case the remaining Skippers shall be divided equally between the two series with those totaling the least points sailing in the Presidents' Cup series. Skippers tied for the last qualifying position in the Presidents' Cup series shall be entitled to sail in that series as shall the odd Skipper should the number to be divided be unequal.

8.5. The number of races scheduled in each of the final series, Championship, Presidents' Cup and Governors' Cup, shall be six, five of which will be scored. If less than six are sailed all results will be scored. If, at the end of scheduled racing, two races or less have been completed, the final results of the Qualifying Series (including ties) will be counted as one race in the Championship Series, Presidents' Cup and Governors' Cup.

8.6. In case the defending North American Champion chooses not to sail in the Qualifying Series, his or her average points for the race(s) sailed in the Championship Series will be counted as one race. This changes RRS A2

9. SCHEDULE

Day	Event	Time
Sunday, 8/8	Registration, Check-in and Measurement (hull, safety check) Sail Measurement	1000 to 1700 1000 to 1330
Monday, 8/9	Registration, Check-in and Measurement (all) Practice race Competitors Meeting and Welcome Party	1000 to 1200 1300 1730

Tuesday, 8/10	Races	First warning 1000
Wednesday, 8/11	Races Dinner at EYC	First warning 1000 1830
Thursday, 8/12	Races	First warning 1000
Friday, 8/13	Races	First warning 1000
Saturday, 8/14	Races No warning signal after Dinner, Final awards	First warning 1000 1500 1830

10. EQUIPMENT INSPECTION [DP]

10.1. Each boat shall hold and produce a valid Measurement Certificate at measurement and must display a current ILCA membership decal. Boats, sails, and equipment will be measured and inspected in accordance with the Lightning Class By-Laws.

10.2. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. Spinnaker numbers shall be of a sufficiently contrasted color to make sail number identification possible.

10.3. Competitors are advised that the Chief Measurer or a designated representative may make spot measurements and inspection of required equipment on or off the water during the Championship. Boats may be inspected at any time.

10.4. Boats shall be available for measurement for 8/8 unless other arrangements are made with the OA.

10.5. Boats that pass measurement for the WJM Championship will not have to be re-measured. However, sails will need to be re-stamped (but not measured) in order to comply with the 5-sail limit in the Class rules.

11. CLOTHING AND EQUIPMENT

RRS 50 is not changed.

12. VENUE

Location of Edgewater Yacht Club: 6700 Cleveland Memorial Shoreway, Cleveland, OH 44102

13. COURSES

Courses will be windward/leeward, triangle or windward/leeward/triangle courses that may include an offset mark and a gate, as described in the sailing instructions.

14. PENALTY SYSTEM

RRS 44 as amended by NOR 1.5.3

15. SCORING

Will be per Appendix A in accordance with the Document Governing Article VIII #4, and in addition for the North American Championship Document Governing Article XIII. They are available at https://www.lightningclass.org/docs.ashx?id=328142

16. SUPPORT BOATS [DP]

16.1. Support and coach boats must register with the OA during the registration hours.

16.2. Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) and

comply with other requirements as specified in the Sailing Instructions. These requirements begin from the start of the first race of the regatta until the finish of the last race of the regatta. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the Race Committee. The penalty for failure to comply with any of these requirements may result in disqualification of all boats associated with the infringing support personnel.

16.3. Spectator boats shall not communicate with competitors on the water unless the RC requests that they do so for safety reasons.

17. CHARTERED OR LOANED BOATS

A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.

18. BERTHING [DP]

Boats shall be kept in their assigned places while they are in the boat park.

19. HAUL-OUT RESTRICTIONS

The organizers plan to allow dry sailing for the event.

20. CLEANING OF BOATS

There will be no undue restrictions on cleaning of boats.

21. SECTION INTENTIONALLY LEFT BLANK

22. RISK STATEMENT

RRS 3 Decision to Race 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 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 regatta.

23. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of US$300,000 per event or the equivalent. A copy of insurance company documents establishing that such coverage is current shall be produced if requested by the OA.

24. PRIZES

24.1. Prizes will be awarded to the top teams in each of the NAC fleets. (1st though 10th in the championship division and 1st through 5th in other division.)

24.2. Perpetual Trophies will be awarded to the North American Champion, Runner-up, 2nd Runner-up, and 3rd Runner-up.

24.3. Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.

24.4. Swanson Trophy will be awarded to encourage and recognize women competitors in the North American Championship.
24.5. Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series (2019 vs. 2021).
24.6. Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.
24.7. Elfman Trophy will be awarded to the highest placing Master skipper in the North American Championship who also skippered in the 2021 North American Masters Championship.
24.8. A prize will be awarded for the highest placing Corinthian helmsman who will have reached his or her 65th birthday by the end of the calendar year. A prize will be awarded for the highest placing Corinthian helmsman who will have reached his or her 75th birthday by the end of the calendar year. A Corinthian sailor is an amateur sailor similar to World Sailing Sailor Classification Code Group 1.

25. FURTHER INFORMATION

QUALIFICATION FOR SUBSEQUENT EVENTS

The NAC will serve as the US qualifier for the 2022 Lightning World Championship to be held in Wrightsville Beach, NC in May 2022. US skippers will qualify in order of finish. Should this procedure fail to produce the number of qualifiers to which the Area is entitled, unused slots may be assigned by the Executive Committee. The exact number of US slots will be announced according to the Document Governing, but it is anticipated that 20 slots will be available to US Sailors. As per World Sailing Regulation 20 (the Advertising Code) the International Lightning Class Association restricts competitor advertising to hulls only.

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NOR Addendum ILCA Required Equipment

Portable Equipment

a. Mandatory

i) A fluke-type anchor weighing not less than 1.8Kg (4lb) with a line not shorter than 15.24m (50ft). The line shall be a minimum of 9.525mm (3/8 inches) in diameter and shall be made of Nylon or Dacron. This line shall be used only for towing or anchoring. Alternatives may be prescribed in the Notice of Race or Sailing Instructions.

ii) Compass.

iii) Bucket with a minimum capacity of one gallon.

iv) Throwable life preserver or cushion with an attached whistle.

v) Paddle

vi) Other lifesaving equipment as required by government regulations.

b. Optional

i) Electronic Equipment – the following electronic devices are allowed aboard a Lightning in the 2021 North Americans:

1) Battery-powered wrist watches.

2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection and shall neither provide wind or boat speed nor compute correlations between time and distance.

3) Other hand-held navigational devices. Use while racing is not permitted except for emergencies.

4) Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions:

a) For this regatta, use is not permitted on the water except for emergencies. This restriction is modified to allow communication from the Race Committee to competitors on a predetermined Marine VHF channel.

b) The RC intends to communicate with competitors using a VHF Channel to be announced and will attempt to communicate to OCS boats using the same VHF Channel. Competitors should bring their own VHF radio. Failure or delay in this procedure shall not be grounds for redress. This changes rule 60.1 (b).

5) Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary.

6) In all cases where the use of electronic devices is not permitted, a competitor's use shall require withdrawal from the race unless the Race Committee deems use was for emergency reasons.