

REGATTA INSTRUCTIONS

The Tennessean

April 24th and 25th, 2010



1. **INVITATION** - Harbor Island Yacht Club cordially invites you and your crew to attend the *Tennessean Regatta* on Old Hickory Lake in Old Hickory, TN.

2. **HISTORY** – In 1954 a handful of Penguins converged on a small lake in north Nashville to compete in the first Tennessean Regatta sponsored jointly by the Nashville Sailing Association and Nashville's morning newspaper, The Tennessean. The winner of that regatta won the first challenge trophy established by the publisher of The Tennessean, the late Silliman Evans, Jr., a yachting enthusiast. After holding the regatta on Kentucky Lake for a short time, HIYC brought it home to Old Hickory Lake where it cranks up each year in early Spring under the chairmanship of the Vice Commodore. The Tennessean is HIYC's most important and popular regatta and this year celebrates its lineage by once again hosting a formal Ball at the Vanberbilt University Club.

3. RULES

3.1. The race will be governed by the *rules* as defined by The Racing Rules of Sailing (RRS).

3.2. Changes to the following RRS sections will be made for this event: 29.1 (Individual Recall), 32.2 (Shortening of Course after the Start), 33(a) (Changing the Next Leg of the Course), 35 (Time Limit and Scores), 42.3(g) and 42.3(h) (Propulsion-Exceptions), 44.2 (Two-Turns Penalty), 62.1(a) (Redress), A2 (Series Scores), A4.1 and A4.2 (Low Point Scoring System), A8.2 (Series Ties), A11 (Scoring Abbreviations), Race Signal AP (Postponement).

4. SAFETY REGULATIONS

4.1. A boat that retires from a race shall notify the race committee as soon as possible.

4.2. The course, set on Old Hickory Lake, may intersect the navigational channel. Commercial traffic (barges) and deep-draft craft in the channel have right-of-way over sailboats and must be treated with utmost respect. Competitors are encouraged to monitor their VHF radio for warnings and communication with other vessels as it relates to these "right of way" vessels. **When a boat sailing under these rules meets a vessel that is not, the rules of Part 2 (When Boats Meet) are replaced by the [Inland Navigation Rules](#). Any boat impeding the passage of a right-of-way vessel is subject to protest by the race committee or the protest committee.**

4.3. **When a boat is becalmed or otherwise unable to sail out of the channel before an approaching barge is half a mile distant, she may use its engine or any other method to clear the channel provided the boat does not thereby gain a significant advantage in the race. This changes RRS 42.3(h).**

5. SITE ACCESS AND LAUNCHING

5.1. [Harbor Island Yacht Club](#) will be the site of all racing activities. Launching, docking and hauling may be done at Harbor Island Yacht Club free of charge. Access to the club is through a security gate. Non-HIYC members may scroll down to and dial CLUB on the gate control panel and ask that it be opened.

5.2. The [University Club of Nashville](#) at Vanderbilt will be the site of the Homecoming Ball

6. **FEES** – The registration fee for the Regatta is \$15.00. The Homecoming Ball is \$50.00 per person.

7. **ELIGIBILITY AND ENTRY**

7.1. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race.

Competitors agree that the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. As an inducement to the race organizers to produce the race, each competitor agrees that by participating in this event each competitor is deemed to have waived all claims against and released the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law and is deemed to have warranted that he has obtained this same release of the race organizers by each crew member.

7.2. The race will be open to all cruiser or racer/cruiser boats properly registered with HIYC. Participants may enter the race by completing registration at the table in the HIYC clubhouse before the skippers' meeting.

7.3. Each participating boat shall be insured with valid third-party liability insurance.

7.4. Each boat must have an established PHRF rating that has been assigned by the HIYC-PHRF Committee. If your boat is not listed on the HIYC Ratings List, please submit a HIYC Rating Application prior to the race. To obtain a PHRF rating, please contact Paul Latour, PHRF Chairman, at (615) 336-7900 or email: paullat@comcast.net

8. **SCHEDULE** The official time will be kept by the Race Committee Clock above the coffee maker in the clubhouse ashore and by the PRO's watch (synchronized to the RC Clock) on the race committee boat on the water.

SATURDAY April 24, 2010

8:00 am: Registration, Coffee and Donuts

9:30 am: Skippers' Meeting

10:55 am: Warning Signal for the first start

3:00 pm: Boats off the water for event preparation

6:00 pm – Midnight: HIYC's Homecoming Ball, The University Club of Nashville at Vanderbilt (Information available on the HIYC website, R.S.V.P. by April 18, Semi-formal attire, Craig Duncan Band, \$50.00 per person)

SUNDAY April 25, 2010

9:00 am: Coffee and Donuts

10:55 am: Warning Signal

3:30 pm: Trophy Presentation (Approximate time)

9. **NOTICES AND INSTRUCTIONS TO COMPETITORS**

9.1. Notices to competitors will be posted on the official Notice Board located behind the book case of Harbor Island Yacht Club.

9.2. Any changes to these Instructions will be posted on the official notice board at least 45 minutes before the scheduled start of the first race.

9.3. Any change to the schedule of races for the second or subsequent day's racing will be posted by 1700 hours (5:00 pm) on the day before it will take effect.

10. **CLASSES** - The following classes are anticipated for this event.

10.1. Light handicap class: displacement below 5500 and PHRF of 185 or less.

10.2. Heavy handicap class A: displacement above 5500, PHRF ratings of 150 or less.

10.3. Heavy handicap class B: displacement above 5500, PHRF ratings greater than 150 or displacement below 5500 and PHRF greater than 185.

10.4. One-design keel boat classes with 4 or more participants. (J-22 and Catalina 22 anticipated).

10.5. The Race Committee may combine or split classes at its sole discretion. Assignment of the competitors to classes will be posted on the Notice Board.

11. CLASS FLAGS

- 11.1. A class flag will be a unique color, pattern, shape or class logo. A description of each class flag will be posted on the official Notice Board.
- 11.2. Reminder; as stated in the preamble to Race Signals: "When a visual signal is displayed over a class flag, the signal applies only to that class."

12. RACING AND THE RACE AREA

- 12.1. No races will be started in less than three (3) knots of sustained wind as determined by the Race Committee.
- 12.2. The racing will consist of river distance courses for handicap classes and buoy courses for one-design classes.
- 12.3. It is the intention of the Race Committee to run a maximum of one race each day for the handicap classes and four races for the one-design classes.
- 12.4. The racing area is between mile Cumberland River 216.5 and mile 227 on [Old Hickory Lake](#). The Distance Course will begin at a starting line between mile 220 and mile 225.

13. SIGNALS MADE ASHORE

- 13.1. Signals made ashore will be displayed from the race committee boat at the dock.
- 13.2. When flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the Race Signal "AP". This changes the meaning of Race Signal "AP"

14. ON-THE-WATER COMMUNICATIONS – VHF radio channel 68 will be used by the Race Committee for warnings and communications to the competitors while on the water.

15. COURSES AND MARKS

15.1. HANDICAP CLASSES ONLY

- 15.1.1. Marks of the course, including the start and the finish will be **YELLOW "West Marine" inflatable cylinders**.
- 15.1.2. The optional mark identified 16.3 may be any shape or color.
- 15.1.3. The approximate anticipated location of the marks and the order in which they are to be rounded will be posted on the Notice Board before the Skippers Meeting. Marks of the courses are to be left to port unless otherwise instructed.
- 15.1.4. At the option of the race committee, a mark may be set to windward of the starting line to create a windward first leg. The optional windward mark will be a mark of the course only on the first leg of the course and shall be rounded only once. A course board will be displayed on the starboard side of the race committee boat before the warning signal of each class. Courses may be different for each class and each race. If the optional "windward mark" is used, the race committee will indicate the required side on which the windward mark shall be left by posting either the letter "P" for port or "S" for starboard. The bearing to the mark will be indicated after the "@" symbol. (see Diagram for an example).

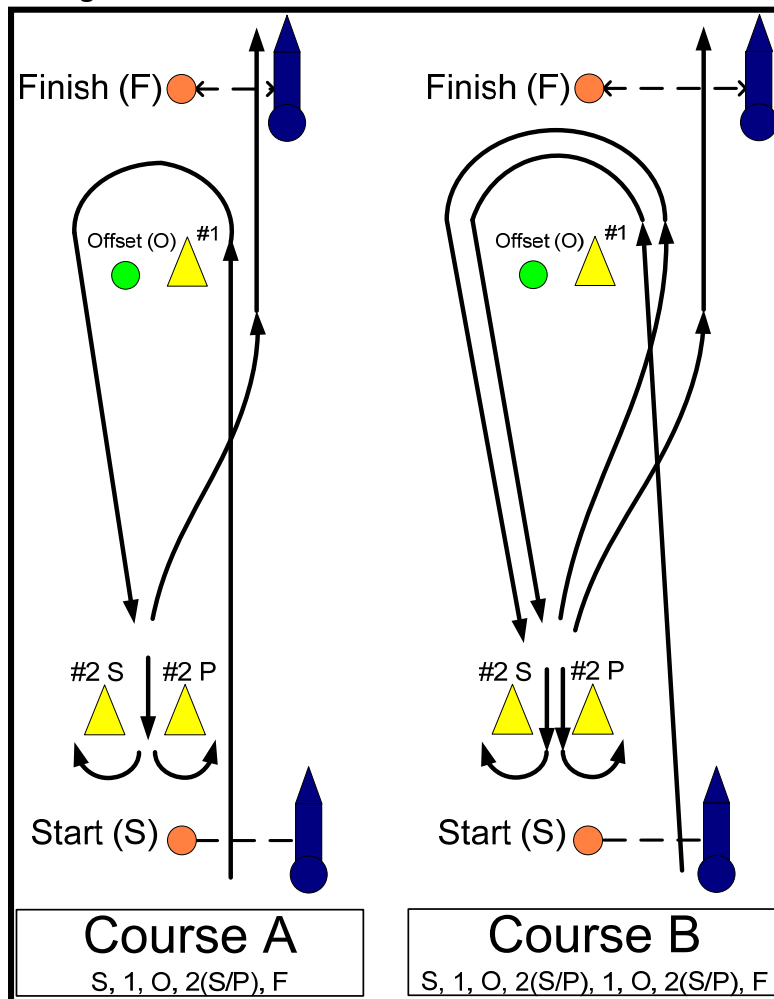
Course Board Diagram Example for Optional Windward Mark

P @ 260

15.2. ONE-DESIGN CLASSES ONLY

- 15.2.1. Marks of the course, including the start and the finish will be **ORANGE buoys**.
- 15.2.2. The optional mark identified 16.3 may be any shape or color.
- 15.2.3. All courses will be windward/leeward in configuration.
- 15.2.4. Two courses are available: "COURSE A" and "COURSE B".
- 15.2.5. COURSE A is windward/leeward/windward course (once around, finish to windward).
- 15.2.6. COURSE B is windward/leeward/windward/leeward/windward course (twice around, finish to windward).
- 15.2.7. All courses may utilize an optional windward offset mark "O". If a course uses a windward offset mark, there will be two windward marks. Each boat must pass both marks by leaving them to port.

- 15.2.8. All courses may utilize an optional leeward gate "G". If a course uses a leeward gate, there will be two leeward marks comprising the gate. Each boat must pass between the two leeward marks (through the gate) from the direction of the previous mark and round either of the marks.
- 15.2.9. When sailing the finish leg, marks of the course are not obstructions and do not have a required side.
- 15.2.10. The Race Committee may adjust the position of a mark of the course and the course adjusted for a shift in the wind direction. If the mark position change is 25° or less, the change may not be signalled. This changes RRS 33(a).
- 15.2.11. Course Diagrams:



- 15.2.12. The course designation, "A" or "B"; and if used, the optional windward offset mark, "O", and optional leeward gate, "G", will be displayed on the starboard side of the race committee boat before the warning signal of each class.

15.2.13. Course Board – If applicable

- 15.2.13.1. The approximate magnetic bearing to the first mark will be noted on the course board following the "@" symbol, unless flags are used
- 15.2.13.2. Course Designation Example: "BOG @345" means "Course B with a windward offset mark and a leeward gate. The first mark is at approximately 345 degrees."

Course Board Diagram Example for One-Design Course

BOG @ 345

- 15.2.14. In the event that the optional windward offset mark, "O", and optional leeward gate, "G" are not used, a signal flag bearing "A" or "B" may be substituted for a course board.
- 15.2.15. Courses may be different for each class and each race.

16. THE START

16.1. The starting order for the classes will be posted on the official Notice Board.

16.2. The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the port-end starting mark.

16.3. The race committee may, no later than the warning signal, trail a mark from the stern of the race committee boat stationed at the starboard end of the starting line. The trailing mark will be considered to be an extension of the race committee boat. No boat may pass between the trailing mark and the race committee boat.

16.4. Boats whose warning signal has not been made shall avoid the starting area after the first warning signal of a race and shall not interfere with boats that are in their starting sequence.

16.5. A boat starting later than 15 minutes after her starting signal will be scored as DNS. This changes RRS A4.1.

17. **RECALLS** - When individual recalls are signalled, the race committee may (at its discretion) attempt to hail the sail numbers of the recalled boats by loudhailer or VHF radio on channel 68. Failure of the race committee to hail or failure of a boat to hear the hail of its sail number shall not relieve the boat of its obligation to start correctly. This changes RRS 29.1 and 62.1(a).

18. **GROUNDING** - A boat aground may use force applied by the crew of boat and any equipment other than a propulsion engine without penalty. However, if she is unable to free herself she may use a propulsion engine or any other method without receiving outside help and provided she does not gain a significance advantage. Once free, the boat shall halt its forward momentum using its engine. To exonerate herself for use of a propulsion engine she shall take a One-Turn Penalty in accordance with RRS 44.2. This changes RRS 42.3(g).

19. **SHORTENING OF COURSE AFTER THE START** - When shortening the course, a race committee boat may be stationed within a leg of the course. The display of Code Flag "S" with two repetitive sound signals means: "finish between the committee boat and the nearby mark." This changes RRS 32.2.

20. **THE FINISH** - The finishing line will be between a race committee boat displaying a blue flag and the nearby mark.

21. TIME LIMIT

21.1. The time limit for a race is 1500 (3:00 pm)

21.2. If a boat in a class sails the course and finishes within the time limit, only those boats in the same class finishing within the time limit or within one hour of the first finisher in the class, whichever is later, will be counted as finishing. This changes RRS 35.

22. **ALTERNATE PENALTY** – A boat that may have broken a rule of Part 2 while racing under spinnaker may take a penalty turn at the time of the incident by sailing well clear of other boats, promptly dousing her spinnaker (head below gooseneck), making one turn including a tack and a gybe, and then resetting her spinnaker. This changes RRS 44.2.

23. PROTESTS

23.1. Protests will be written and delivered to the Protest Committee Chairperson before the end of "Protest Filing Time," which will begin when the committee boat docks and end 45 minutes later. These times will be posted on the notice board.

23.2. Protest notices will be posted within 30 minutes of the end of "Protest Filing Time" to inform competitors of the place and time of hearings.

23.3. Protests will then be heard as soon as possible, in approximately the order of receipt.

24. RACE SCORING

24.1. A boat that did not finish within the required time and that was still racing when the time limit expired, will be scored points for the finishing place equal to one more than the number of boats in the class that finished the race. The scoring abbreviation for such boats will be TLX (did not finish due to time limit expiring). This changes RRS 35, A4.2 and A11.

24.2. A boat that did not start (DNC, DNS and OCS), did not finish (DNF), or retires after starting (RAF) will be scored points for the finishing place equal to one more than the number of boats in the class that started the race. This changes RRS A4.2. A boat that was disqualified (BFD, DSQ, DNE and DGM) will be scored points for the finishing place equal to two more than the number of boats in the class that started the race. This changes RRS A4.2.

24.3. All other boats will be scored in accordance with RRS A4.1 and A4.2.

24.4. HANDICAP CLASSES ONLY

24.4.1. Each boat's total score will be the sum of her scores for all races. This changes rule A2.

24.4.2. Wind dependent HIYC-PHRF handicaps and Time-on-Time adjustment factors will be used for handicap classes. Time Correction Formula (TCF) = $700/(f+PHRF)$ where $f = 650$ for light air, 550 for moderate air, and 450 for heavy air as assessed by the Race Committee.

24.4.3. If a tie still remains after applying the series tie breaking procedure of RRS A8.1, the tie will be broken in favor of the boat with the lowest sum of corrected times of all races. This changes RRS A8.2.

24.5. ONE-DESIGN CLASSES ONLY

24.5.1. Each boat's total score will be the sum of her scores for all races, excluding her worst score if six or more races are completed. This changes rule A2.

25. **PRIZES** - Trophies will be awarded for all classes.

26. **FURTHER INFORMATION** - For further information please contact David Desforges 615-310-6732 or by email to: daviddesforges@comcast.net