

2010 HIYC Thursday Night Racing Instructions

Starts & Handicaps

- The Thursday Night Races are pursuit starts. Starting handicaps for all boats are listed at: <http://www.hiyc.org/Regatta/ThursdayNight/StartingTimesByPhrf.pdf> Please contact Jim Waller [jimwaller@bellsouth.net] if your boat is not listed. There are two courses of different lengths so there are two different starting handicaps for each boat depending upon which course is to be sailed that day.
- The start time for Thursday Night Races is 6:00 PM. The starting sequence and signals are as follows:
 - 1) A three short horn warning signal at approximately 6:00 PM
 - 2) A single long horn start signal at approximately 6:05 PM.
 - Competitors should count down their starting handicaps from the single start horn signal at approximately 6:05 PM
- There are no formal Skippers' Meetings. Competitors should meet informally on land or on the water before the race to:
 1. Agree upon which course to sail
 2. Designate one competitor to sound the warning and starting horn signals.

Courses - there are two courses – choose only one

- The **North Course** runs from the start/finish line to the green channel marker just before and close to Lindsley Light (round to port) and back to finish.
- The **South Course** runs from the start/finish to the green channel marker opposite Drakes Creek (round to port) and back to finish.
- There is only **one Start/Finish line** – it's the same for both courses. The start/finish line is between the first set of red and green Corp of Engineers channel markers **southwest** of the HIYC harbor entrance (left out of the harbor entrance).
- Starts are generally in a windward direction. That means using the **North Course** for most wind directions with an "E" in it and the **South Course** for just about any other wind direction.
- The consensus of competitors will determine which single course to sail that day.
- Course charts are available at:
<http://www.hiyc.org/Regatta/ThursdayNight/2009Chart.pdf>

Cancellation – there are no “official cancelations”

- Check the wind forecast for 6:00 pm at:
<http://forecast.weather.gov/MapClick.php?CityName=Old+Hickory&state=TN&site=OHX&textField1=36.2277&textField2=-86.6166&FcstType=digital> or any weather website with detailed hourly forecasts.
- If the wind forecast is 4 MPH or less the conditions may be undesirable for racing. Note that winds tend to decrease approaching sunset.
- Competitors will decide individually about their participation.

Spinnakers are permitted and encouraged to support crew training and practice in a less intensive environment.

Recording Finishes: Competitors are requested to record their finish positions in a binder in the clubhouse labeled Thursday Night Racing. This binder will be on the trophy case shelves. Please note your boat, the boat finishing in front of you and the boat finishing behind you.

River Barges have absolute right of way. Please note and obey the HIYC policy statement about Commercial Traffic:

- **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.**
- **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).**

Use of auxiliary engines and “virtual” marks to avoid navigational channels and marks in the presence of river barges is required to eliminate even the impression of possible navigational impairment to barges. Competitors must avoid any actions that might incur any anxiety to river barge captains.