



# REGATTA INSTRUCTIONS

## *Change of Watch Race & Winter Series Regatta*

January 9, 2010

1. **INVITATION** - Harbor Island Yacht Club cordially invites you and your crew to attend the *Change of Watch Race* and *The Winter Series Regatta* on Old Hickory Lake in Old Hickory, TN. to be held starting Saturday, January 9, 2010.
2. **HISTORY** – This annual event celebrates the start of the new year’s regattas by recognizing and saluting the new HIYC leadership, and cementing the club’s commitment to sailboat racing, refreshed by a new year, new winds, new directions of intensity and new leadership!
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), 35 (Time Limit and Scores), 42.3(g) and 42.3(h) (Propulsion-Exceptions), 62.1(a) (Redress), A2 (Series Scores), A4.1 and A4.2 (Low Point Scoring System), A7 (Race Ties) 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.
  - 4.3. **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.**
  - 4.4. **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. **WEATHER LIMITING CONDITIONS** - In the interest of safety, a race will be postponed if the forecasted high temperature for the day of the race is less than or equal to 34 degrees F (as noted in the prior evening’s 10 pm WSMV-TV Channel 4 broadcast or its website: <http://www.wsmv.com/forecast/index.html>).
6. **FEES** – The registration fee for the Change of Watch Race and the Winter Series Regatta is \$20.00.
7. **SITE ACCESS AND LAUNCHING**
  - 7.1. [Harbor Island Yacht Club](#) will be the site of all shore-side activities.
  - 7.2. 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.
8. **NOTICES AND INSTRUCTIONS TO COMPETITORS** - Notices to competitors will be posted on the official Notice Board located behind the book case of Harbor Island Yacht Club. 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. **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.

## 10. ELIGIBILITY AND ENTRY

- 10.1. 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.
- 10.2. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race.
- 10.3. 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.
- 10.4. Each participating boat shall be insured with valid third-party liability insurance.
- 10.5. 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

11. **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.

### **CHANGE OF WATCH: SATURDAY January 9, 2010**

- 09:00 am: Registration, Coffee and Donuts
- 10:00 am: Skippers' Meeting
- 10:55 am: Warning Signal for the first start
- 3:30 pm: Trophy Presentation (Approximate time)

### **WINTER SERIES DATES: Each Saturday beginning January 9 through February 27.**

- 10:00 am: Skippers' Meeting
- 10:55 am: Warning Signal for the first start

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

- 12.1. Light handicap class: displacement below 5500 and PHRF of 185 or less.
- 12.2. Heavy handicap class A: displacement above 5500, PHRF ratings of 150 or less.
- 12.3. Heavy handicap class B: displacement above 5500, PHRF ratings greater than 150 or displacement below 5500 and PHRF greater than 185.
- 12.4. The Race Committee may combine or split classes at its sole discretion.
- 12.5. Assignment of the competitors to classes will be posted on the Notice Board and announced at the Skippers Meeting.

## 13. CLASS FLAGS

- 13.1. 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.
- 13.2. 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."

## 14. SIGNALS MADE ASHORE

- 14.1. Signals made ashore will be displayed from the race committee boat at the dock.
- 14.2. 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"

## 15. RACING, RACE AREA AND COURSE

- 15.1. 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.

- 15.2. The Race Committee may modify the race course by on-the-water communications.
- 15.3. Marks of the courses are to be left to port unless otherwise instructed.
- 15.4. It is the intention of the Race Committee to run a maximum of one race each day.
- 15.5. The racing will consist of a river distance course for all classes. The racing area is between mile Cumberland River 216.5 and mile 227 on [Old Hickory Lake](#). The starting line will be positioned between mile 220 and mile 225.
- 15.6. No races will be started in less than three (3) knots of sustained wind as determined by the Race Committee.
- 15.7. A boat starting later than 15 minutes after her starting signal will be scored as DNS. This changes RRS A4.1.

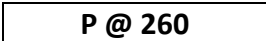
**16. MARKS**

- 16.1. Marks of the course, including the start and the finish will be orange buoys.
- 16.2. The optional mark identified in 17.3 may be any shape or color.

**17. THE START**

- 17.1. The starting order for the classes will be posted on the official Notice Board.
- 17.2. 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.
- 17.3. 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.
- 17.4. 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.
- 17.5. At the option of the race committee, a mark may be set to windward of the starting line to create a windward first leg. 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). 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. The 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.

**Course Board Diagram Example for Optional Windward Mark**



- 18. **RECALLS** - When individual recalls are signalled, the race committee may (at its discretion) attempt to hail the sail numbers of the recalled boats. 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).
- 19. **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).
- 20. **SHORTENING OF COURSE AFTER THE START** - In addition to the procedure noted in RRS 32.2, the Race Committee may also station a boat 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.
- 21. **THE FINISH** - The finishing line will be between a race committee boat displaying a blue flag and the nearby mark.

## 22. TIME LIMIT

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

22.2. 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.

## 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. 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.

24.2. 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.

24.3. 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.

24.4. 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.

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

## 25. SERIES SCORING

25.1. Two races will constitute a series.

25.2. Each boat's total score will be the sum of her scores for all races, excluding her worst score. The boat with the lowest total scores wins the Winter Series

25.3. A boat that does not participate in a series race because its skipper and crew are serving as race committee, will be scored for that race equal to the average for all of its scored races at the conclusion of the series. No races will be excluded for this average.

25.4. Boats which tie in a single race shall score points equal to the best position involved. The position(s) immediately after shall remain vacant (if two boats tie for first place, both are scored 1 point, and the next boat to finish scores 3 points). This changes RRS A7.

25.5. If a tie still remains after applying the series tie breaking procedure of A8.1, the procedure outlined in RRS A8.1 will be repeated using all races, including those previously excluded. If a tie still remains, the tie will be broken in accordance with A8.2. This changes RRS A8.2.

26. **PRIZES** - Trophies will be awarded for all classes for the Change of Watch Race and the Winter Series.

27. **FURTHER INFORMATION** - For further information please contact Rodney Beason 615- 758-8984 or by email to: [rbeason@tds.net](mailto:rbeason@tds.net).