

CAPTAIN HARBOR FRIDAY NIGHT SERIES

Presented by:
BHC, IHYC, OGYC, RYC



2018 Sailing Instructions

RULES This series will be governed by the Racing Rules of Sailing and the YRALIS Non-spinnaker Rules, and RRS Appendix V modified as follows:
• Oral changes to the sailing instructions may be made on the water per RRS 90.2(c).

SCHEDULE This series will consist of four races each hosted by one of the four presenting clubs with post-race parties to follow: June 1st Riverside Yacht Club, June 15th Indian Harbor Yacht Club, July 6th Belle Haven Club, July 20th Old Greenwich Yacht Club.

First Warning @ 1855 each day

ELIGIBILITY Only vessels owned or under charter by members of the presenting clubs with a 2018 YRALIS PHRF certificate are eligible to compete.

SAILS No spinnakers, gennakers or bloopers. No more than one sail at a time in the fore triangle except during a seaman-like sail change. Whisker pole or spinnaker pole may be used. When in use, it shall be attached to the foremost mast.

ENTRY & FEE All vessels shall register on-line at: www.yachtscoring.com, the entry fee is \$10.00. Vessels not registered will be assigned a rating of -99 and scored accordingly.

TEAMS Three-vessel teams can be declared using the supplemental form (found on the www.yachtscoring.com event page) no later than May 31, 2018.

CLASSES	Class	Class Flag	PHRF Rating
	I	Numeral pennant 1	83 & Lower
	II	Numeral pennant 2	84 to 132
	III	Numeral pennant 3	133 & above

Scratch sheets will be published by noon, June 1st on Yacht Scoring. The Race committee may change the rating bands and assignments on or before June 1st.

RACING AREA Races will be held inside Captain Harbor.

MARKS Marks are described in Addendum A.

COURSES Pre-configured courses (Addendum B) will be signaled by a letter beneath the class number on the Signal Vessel. Classes without a course designation beneath their class number shall sail the course of the next faster rated class to have a course.

The Race Committee may signal twice around by adding a "2" under the course letter. When twice around is indicated, mark T is not part of the course until the finish. For example, if Course A is B-X-(T or Finish), then Course A2 is B-X-B-X-(T or Finish).

START/FINISH The starting sequence will be in accordance with RRS 26.
The start/finish line shall be between the course side of a staff flying a flag on the Signal Vessel and the course side of a nearby mark. The start/finish area will be located approximately 200 yards south of Red

Rock buoy. When starting, the Signal Vessel is to be left to starboard and the starting mark to port. When finishing, the finish is in the direction from the last mark. The Race Committee may reposition the finish line to square the line to the course.

TIME LIMIT

2100 for all divisions. Vessels that do not finish within the time limit shall be scored TLE.

**PENALTIES
WHILE
RACING**

Appendix V1, Penalty at the Time of the Incident applies whereby a vessel may take a One-Turn penalty when she may have broken a rule of Part 2 or rule 31 while racing, but when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turn penalty.

PROTESTS

Vessels shall announce their intention to protest or any penalty turns taken via VHF #65A as soon as possible after finishing and repeat such announcements until acknowledged by the Race Committee. Protests shall be in writing and delivered to any sponsoring club's Race Committee (or its designee), no later than 2 hours after the last vessel has finished (the "protest time limit").

**POST_RACE
PENALTIES**

Appendix V2, Penalty taken after a race applies whereby a vessel may make a post-race penalty of 30% per rule 44.3(c) but shall not be taken after a protest hearing involving the incident has begun

COMMUNICATIONS

The Race Committee will monitor and communicate on VHF channel 65A. The Race Committee may make courtesy announcements regarding the timing of the next start, the course, vessels OCS, etc. Failure to make or hear such broadcasts shall not be grounds for redress. This changes RRS 62.1.

SCORING

- Corrected times will be based on time-on-time allowances using the YRALIS PHRF non-spinnaker ratings.
- The Time Correction Factor (TCF) is $650/(550+Rating)$.
- This is a four race series. RRS A4, Low Point Scoring System applies except that:
 - If four races are scored, a vessel must sail three to qualify for series prizes. A vessel that sails four races will have her worst score excluded.
 - If three races are scored, a vessel must sail two races to qualify for series prize. A vessel that sails three races will have her worst score excluded.
 - If two races are scored, a vessel must sail both races to qualify for series prizes. Both scores shall count without exclusion.
- One race constitutes a series
- Vessels that start and do not finish, shall be awarded points equal to the number of vessels in her class that finished plus one.

TEAM SCORING

- A team's score shall be the sum of each team member's score per instruction SCORING
- The Team with the lowest combined score is the winning team.

PRIZES

Prizes for 1st through 3rd will be awarded in each class.

**DISCLAIMER OF
LIABILITY**

Competitors participate in the series entirely at their own risk. See RRS 4, Decision to Race. The organizing authorities will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the series.

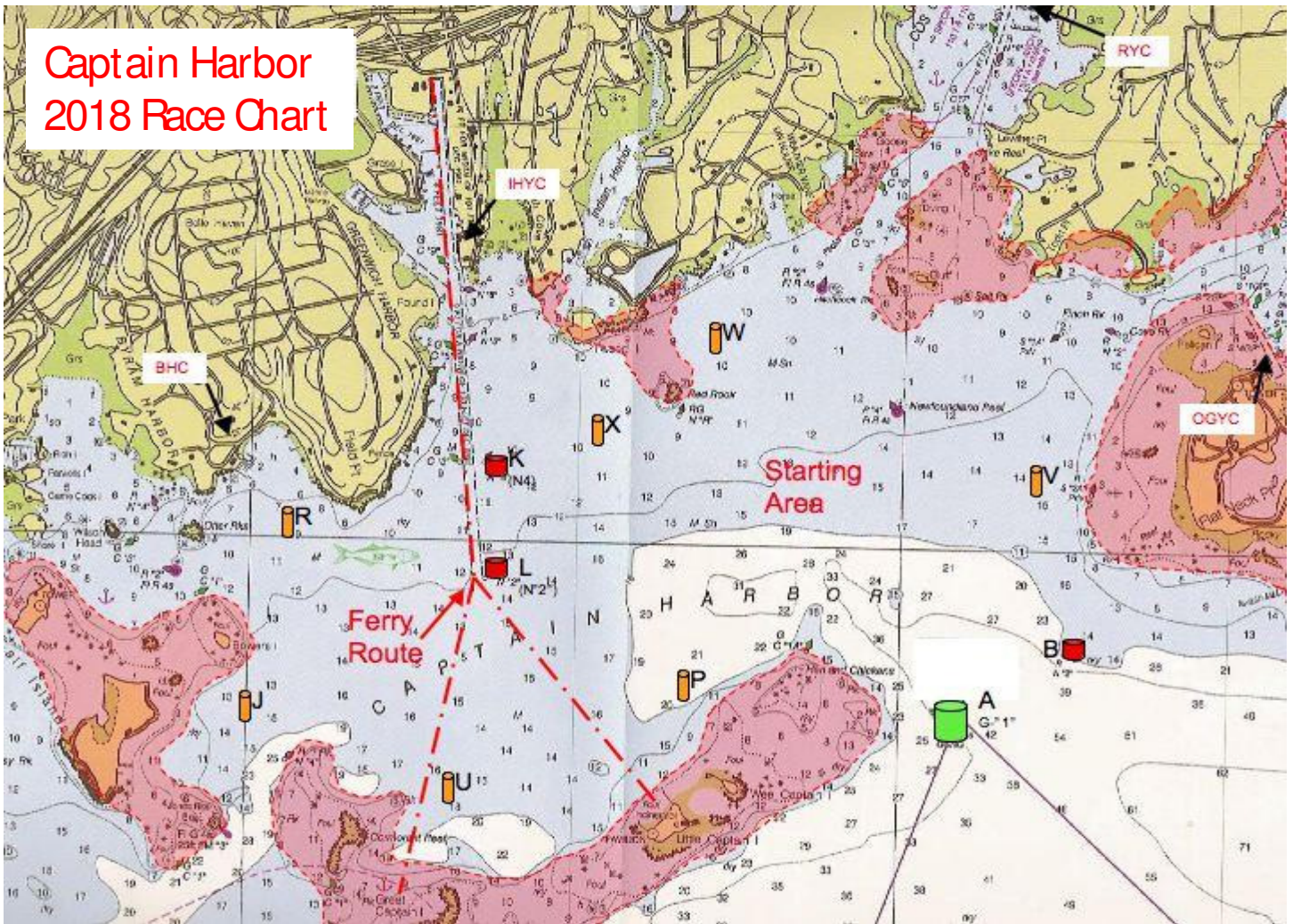
**FURTHER
INFORMATION**

For further information please contact your individual yacht club representative.

Bernard Armstrong - RYC
Rick Sinclair – IHYC
Eric Baker – OGYC
Ned Nunes – BHC
YRA of LIS Technical Committee

ADDENDUM A

Captain Harbor 2018 Race Chart



Exceptions on the racing chart, Addendum A is modified to say:

- (1) Marks D, K & L, may be passed on either hand when not used as turning marks.
- (2) Can C-3, west of Mark K and Nun 2, Flat Neck Point (Mark B) may be disregarded and left on either hand.
- (3) The channel between Cormorant Reef and Great Captain Island shall not be used.
- (4) Red Rock buoy & New Foundland Reef buoy shall be passed on the South Side.
- (5) Hen & Chicken Can C-1A shall be passed on the North Side.
- (6) The passage between Great Captain & Little Captain Islands shall not be used.

The description of Mark T is changed to read "Start/finish mark".

The description of Mark Y is changed to read "Inflatable dropped mark to windward of the start".

A	Bell "G-1" flasher) Little Captain Island E. Reef.	J	Special IHYC Mark off Calf Island.	P	Special RYC Mark North of Wee Captain Island.	V	Special RYC Mark West of Sugar Boat.
B	Red Nun "2", Flat Neck Point.	K	Red Nun "4", Greenwich Harbor.	Q	Special Mark approximately 1/4 mi. to leeward of start.	W	Special RYC Mark 1/4 mi. ENE of Red Rock.
C	Special Mark approx. 1 1/2 mi. to windward of Start. RC may Indicate magnetic bearing.	L	Red Nun "2". Greenwich Harbor.	R	Special BHC Mark off the Belle Haven Club	X	Special IHYC Mark SW of Tweed Island.
D	Red Gong "32-A" (flasher) LIS Mid-Channel Buoy.	M	Special reaching Mark , positioned on a line which is an extension of the starting line.	S	Special Mark approximately 3/4 mi. to windward of the start RC may indicate magnetic bearing.	Y	Special Mark approximately 1/2 mi. to windward of start RC may indicate magn. Bearing.
G	Red Bell "36" Bluefish Shoal.	N	Special Mark approximately 1/2 mi. to leeward of the start.	T	Start & Finish line Mark, adjacent to RC Signal boat, may also be used as Special Mark.	Z	Special Mark approximately 1 mi. to windward of start. RC may indicate magn, bearing.
H	Red Nun "2" , Great Captain Island West Reef.	O	Special Mark approximately 100 ft. windward of the starting line.	U	Special IHYC Mark NNE of Great Captain Island Light.		

ADDENDUM B

Course Name	Marks & Rounding Order	Round (leave) all Marks to	Wind is from the	Start area		For R/C Only	
				east end	west end	Finish Direction	2x OK
A	B X	Port	Southeast	2.5	2.5	Upwind	Yes
AT	B X T X	Port		3.5	3.5	Upwind	No
B	B V X	Port		2.7	2.7	Upwind	Yes
D	A V	Port	South	1.5	1.5	Reach	No
E	A V W	Port	180	2.5	2.5	Upwind	Yes
F	A W	Port		2.0	2.0	Upwind	Yes
FT	A W T W	Port		2.8	2.8	Upwind	No
G	P L	Starboard	Southwest	2.0	2.0	Reach	No
GT	P L T P	Starboard	225	4.0	4.0	Downwind	No
H	U L	Starboard		2.6	2.6	Reach	No
HT	U L T U	Starboard		5.2	5.2	Downwind	No
J	L V	Port	West	2.5	2.5	Upwind	Yes
K	L P	Port		2.0	2.0	Reach	No
KT	L P T L	Port		3.5	3.5	Downwind	No
L	L U	Port		2.7	2.7	Reach	No
LT	L U T L	Port		3.75	3.75	Downwind	No
M	J V	Port		4.0	4.0	Upwind	Yes
N	X B	Port	Northwest	2.5	2.5	Upwind	Yes
NT	X B T B	Port		3.5	3.5	Upwind	No
OT	X L B T B	Port		4.6	4.6	Upwind	No
P	Y B	Port		1.5	1.5	Upwind	Yes
R	W A	Starboard	North	2.0	2.0	Upwind	Yes
S	W V A	Starboard		2.3	2.3	Upwind	Yes
ST	W A T A	Port		3.4	3.4	Upwind	No
U	Y P	Port	Northeast	1.5	1.5	Upwind	Yes
UT	Y P T P	Port	45	3.0	3.0	Upwind	No
V	Y U	Port		2.5	2.5	Upwind	Yes
VT	Y U T U	Port		4.0	4.0	Upwind	No
W	Y L P	Port		2.25	2.25	Upwind	No
X	V L	Starboard	East	2.5	2.5	Upwind	Yes
XT	V X L T L	Port	90	4.0	4.0	Upwind	No
Z	V P L	Starboard		2.8	2.8	Upwind	Yes
ZJ	V J	Port		4.0	4.0	Upwind	No

When used as a finish mark, finish between T and the adjacent race committee boat from the direction of the last mark.

Note: When the course has been shortened (the RC displays flag S with two sounds), the finish shall be at a rounding mark, between that mark and the adjacent race committee boat displaying flag S. Boats shall finish by crossing between the mark and flag from the course side (the direction of the last mark).

If the RC intends to shorten only specific classes, the class flags of those classes subject to the shortening shall be flown below flag S.