

CAPTAIN HARBOR FRIDAY NIGHT SERIES

Presented by:
BHC, IHYC, OGYC, RYC



Ideal 18

2023 SAILING INSTRUCTIONS

Rules

This Series will be governed by rules as defined in *The Racing Rules of Sailing* (RRS), the prescriptions of U.S. Sailing and the class rules of the Ideal 18 except where modified or amended by these Sailing Instructions. Changes to the Sailing Instructions may be made on the water orally as allowed for by rule 90.2(c). The Organizing Authority for each race night is the Club hosting racing on that day.

Entries

Competitors may enter by sailing to the starting area on any race day and announcing the skipper's name and club affiliation to the Race Committee.

Special Requirements and Amendments

The class rules of the Ideal 18 are amended so that a boat can be raced with any number of persons aboard. Spinnaker use is not allowed in this series.

Schedule

The Series schedule and RC assignments are as follows:

June 2	Riverside Yacht Club
June 16	Indian Harbor Yacht Club
July 7	Belle Haven Club
July 21	Old Greenwich Yacht Club

The starting sequence of the first race begins at 1900 hours. Races following the first will start as soon as possible after the last boat finishes. Boats that finish more than five minutes behind the first boat to finish will be scored DNF. No race will be started after sunset.

Racing Area

The racing area will be ¼ NM southeast of Red Rock in Captain Harbor, Greenwich, CT.

Starting and Finishing Lines

The starting and finishing line shall be between a flag on the RC signal boat and the course side of a nearby starting mark unless otherwise announced, or the course is shortened. The Start / Finish line is open and may be disregarded when not starting or finishing.

Starting Procedures

The Three-minute sequence specified in RRS Appendix U shall be used.

Course and Marks

The course will be hailed before the warning signal of each race. The Course Diagrams show the courses, the turning marks in order and the rounding direction of each mark. Turning marks will be inflatable buoys.

Time Limit The time limit for each race will be 30 minutes for the first boat to finish. Any boat finishing or anticipated, by the race committee, in its sole judgment, to finish more than 5 minutes after the first finisher, will be scored DNF so as to allow a new starting sequence to commence.

Penalties RRS 44.1 is modified to require a 1-turn penalty including one tack and one gybe in the same direction. A penalty can be taken after the race and before a protest hearing as per RRS V2.

Protests Vessels shall announce their intention to protest as soon as possible after finishing and shall repeat such announcements until acknowledged by the RC. A protest or request for redress shall be submitted in writing and shall be delivered to the RC (scanned or photographed and emailed) within one hour after the last vessel has finished the last race (the “protest time limit”).

Post Race Penalties RRS Appendix V2 shall apply.

Scoring and Prizes The race committee will post scores online. Link will be made available on yachtscoring and by email. Scoring and race day prizes are the responsibility of the hosting club.

Overall Series Scoring will use the Cox-Sprague system which weights performance by the number of participants on any given race day. To qualify for overall series scoring, a skipper must participate in three of four CHFNS evenings, or, in the event of a cancellation, two of three evenings; if two cancellations, two of two evenings; and if three cancellations, one of one evening. Series prizes for 1, 2, and 3rd place shall be awarded at the discretion of member clubs to their winning members. Each of the four clubs will display a perpetual trophy presented to the series winner for each year.

Risk Statement RRS 3 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.

