

# **BIG TOM YACHT RACING 2021 WEDNESDAY NIGHT SERIES SAILING INSTRUCTIONS**

07 MAY 2021

The Big Tom Wednesday Night Series (BTWNS) is a welcoming and inclusive event designed to provide interesting and fun racing for experienced racers and cruising boats.

## **1. RULES:**

The Big Tom Wednesday Night Series (BTWNS) is governed by, in reverse order of prevailing authority, the United States Sailing Association, The Racing Rules of Sailing 2021-2024 (RRS) the Notice of Race, and the Sailing Instructions. With the exception of specifically designated one-design classes, all boats are considered entered as "PHRF Class," and are required to sail and adhere to the Yacht Racing Association of Long Island Sound (YRALIS 2021) PHRF regulations. Note that this applies to any one-design boat sailing in a PHRF Class division.

YRA of LIS regulations require PHRF events to have a "Technical Committee" to adjudicate any PHRF certificate compliance issues. City Island Yacht Club (CIYC), as the organizing authority, has elected to use the YRALIS Technical Committee, if necessary. See the YRALIS website for further information regarding the Technical Committee.

Non-PHRF (one-design) classes may have a rules addendum specific to those respective divisions.

All boats must have a **minimum crew of two** people on board at all times.

## **2. SPECIAL SAFETY RULES:**

- The combination of wind, water and tide may at times be unfavorable to yachts of a certain size or draft. It is the responsibility of each skipper to decide whether it is safe and prudent to race.
- The COVID-19 Pandemic brings public health considerations to yacht racing. It is the responsibility of each skipper to interpret, follow and enforce government guidelines regarding the Pandemic on their boat. In particular, wearing face masks and maintaining social distance on each boat should be encouraged as long as government guidelines remain in effect.
- All yachts, regardless of size are required to meet navigation light requirements as specified in US Coast Guard COLREGS for vessel greater than seven (7) meters.
- Regardless of yacht racing rules, yachts **MUST** yield right of way to commercial traffic. All yachts must also comply with the COLREGS when meeting other sail or power vessels not racing.
- All vessels must render assistance to any vessel in distress, whether that vessel is racing or not.

Failure to adhere to the above rules may result in disqualification from the race and/or series.

### 3. NOTICES TO COMPETITORS:

All documents for this series or available on the event's Yachtscoring web site. Any changes to these Sailing Instructions or to other documents will be posted on the event's Yachtscoring web site by 3:00pm of the day of the race and will remain effective for the remainder of the series.

### 4. LOCATION:

The series is to be sailed in the general vicinity of Eastchester Bay and nearby waters. A Chart of the racing area, "BIG TOM YACHT RACING COURSE MARKS – 2021", is on Page 3, below. This chart is also available as a stand alone document on the event's Yachtscoring web site.

### 5. SCHEDULE:

A series of 16 races is scheduled for each Wednesday from **May 19, 2021** through **Sept 1, 2021**. All 16 races count towards the final standings this year. Due to our low qualifying number of races and multiple available throw-outs (**see 20. SCORING, below**), there is **NO PRACTICE RACE** this year.

### 6. MARKS:

Marks will consist of a combination of government marks and fixed non-government buoys set by Big Tom Yacht Racing. Descriptions and approximate locations of the marks are shown in the below table. The table is also available as a stand alone document on the event's Yachtscoring web site.

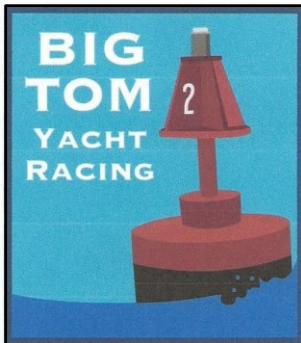
**Big Tom Yacht Racing**  
**Mark Locations in Degrees and Decimal Minutes**

07-May- 2021

MARK	Type	Description	Latitude	Longitude
			(North)	(West)
<b>S</b>	BTYR	New Fixed BTYR Start Mark	40°-49.695'	073°-47.437'
<b>A</b>	BTYR	Private BTYR Mark East of Throgs Neck Bridge Causeway (Unlit)	40°-48.908'	073°-47.500'
<b>B</b>	Gov't	Big Tom Red Buoy "2" (Fl Red 4 sec)	40°-49.972'	073°-47.360'
<b>C</b>	Gov't	Cuban Ledge Mid Channel Marker Red/Green "CL" (Fl Red 2+1)	40°-50.083'	073°-47.958'
<b>G</b>	Gov't	Gangway Rock Green Gong "27" (Unlit)	40°-51.497'	073°-44.808'
<b>H</b>	BTYR	Private BTYR Mark SSW Off Hart Island (Unlit)	40°-50.535'	073°-46.310'
<b>K</b>	Gov't	Fort Schuyler Red Bell "48" (Fl Red 4 sec )	40°-48.183'	073°-47.250'
<b>L</b>	Gov't	Main Channel Mark South of Big Tom - Red Nun "46A" (Unlit)	40°-49.443'	073°-47.165'
<b>N</b>	BTYR	Private BTYR Mark in Little Neck Bay (Unlit)	40°-48.183'	073°-46.172'
<b>P</b>	BTYR	Private BTYR Mark off Kings Point (Unlit)	40°-48.885'	073°-46.212'
<b>R</b>	BTYR	Private BTYR Mark off Mouth of Weir Creek (Unlit)	40°-49.528'	073°-48.162'
<b>T</b>	Gov't	Hewlett Point Green "29" (Fl Green 4 sec)	40°-50.503'	073°-45.333'

**NOTE With Respect to Mark "G":** The mark is Gong "27" which is very close to the Gangway Rock Day Mark tower and rock outcropping on which the light tower is mounted. While it is possible for some boats to sail between Gong "27" and the rock outcropping by keeping Gong "27" close to port, skippers should **exercise caution** when doing this.

A table of approximate distances and bearings between marks is provided on Page 4. This table is also available as a stand-alone document on the event's Yachtscoring web site.

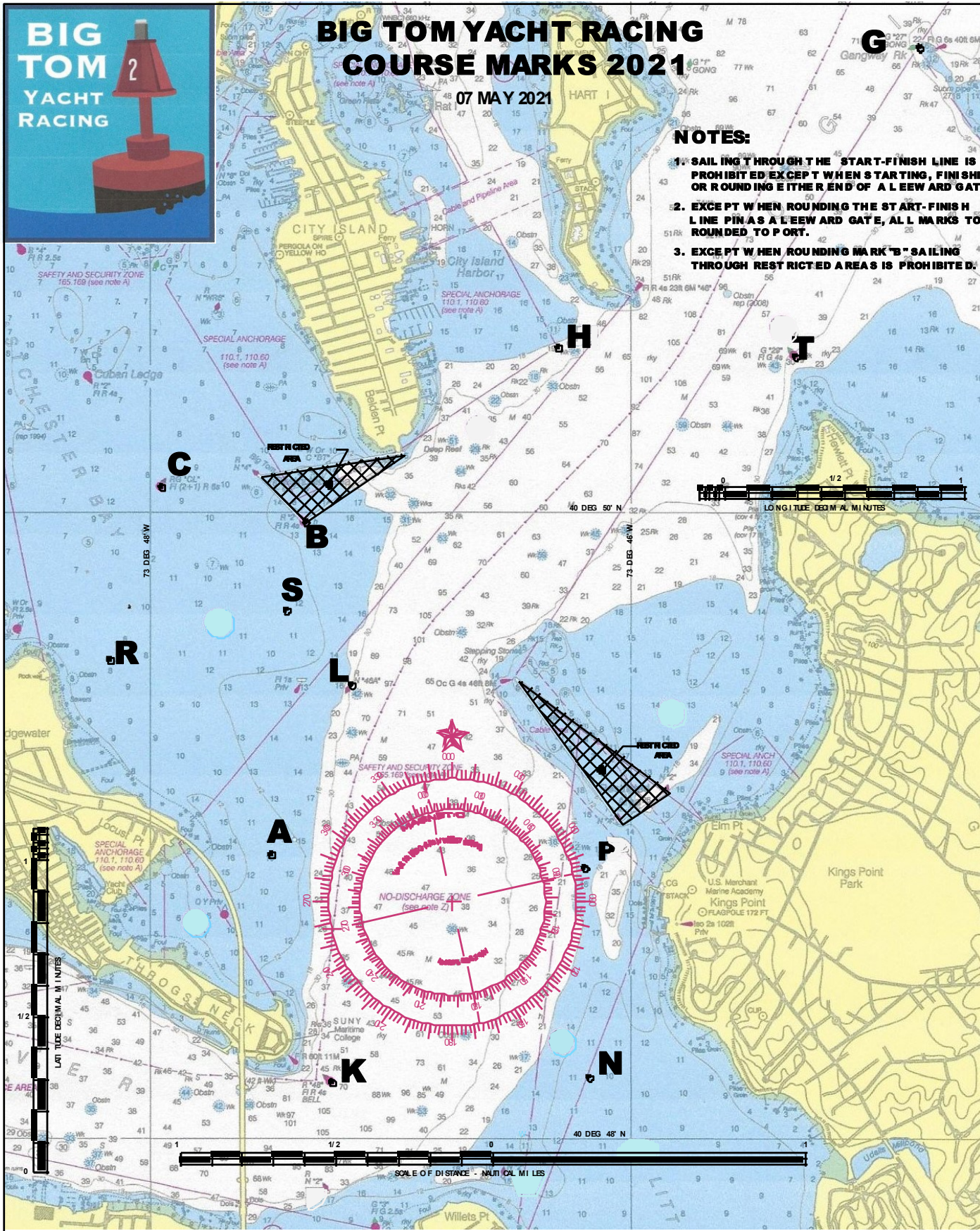


# BIG TOM YACHT RACING COURSE MARKS 2021

07 MAY 2021

## NOTES:

1. SAILING THROUGH THE START-FINISH LINE IS PROHIBITED EXCEPT WHEN STARTING, FINISHING OR ROUNDING EITHER END OF A LEEWARD GATE.
2. EXCEPT WHEN ROUNDING THE START-FINISH LINE PIN AS A LEEWARD GATE, ALL MARKS TO BE ROUNDED TO PORT.
3. EXCEPT WHEN ROUNDING MARK "B" SAILING THROUGH RESTRICTED AREAS IS PROHIBITED.



PROPERTY OF BIG TOM YACHT RACING - FOR GENERAL MARK INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION !!!

# Big Tom Yacht Racing

## Table of Approximate Distance and Magnetic Bearing Between Marks

07-MAY-21

		From											
From	To	S	A	B	C	G	H	K	L	N	P	R	T
To	S		0.79 nm 016°	0.28 nm 204°	0.55 nm 147°	2.70 nm 240°	1.20 nm 236°	1.52 nm 007°	0.33 nm 333°	1.79 nm 340°	1.23 nm 323°	0.58 nm 085°	1.79 nm 256°
	A	0.79 nm 196°		1.07 nm 198°	1.23 nm 176°	3.30 nm 231°	1.86 nm 221°	0.75 nm 358°	0.59 nm 218°	1.24 nm 318°	0.98 nm 284°	0.80 nm 153°	2.29 nm 238°
	B	0.28 nm 024°	1.07 nm 018°		0.47 nm 116°	2.47 nm 244°	0.98 nm 247°	1.79 nm 010°	0.54 nm 356°	2.00 nm 346°	1.40 nm 334°	0.75 nm 066°	1.63 nm 263°
	C	0.55 nm 327°	1.23 nm 356°	0.47 nm 296°		NOT POSS	NOT POSS	1.98 nm 357°	0.88 nm 329°	2.32 nm 337°	1.79 nm 325°	0.57 nm 029°	NOT POSS
	G	2.70 nm 060°	3.30 nm 051°	2.47 nm 064°	NOT POSS		1.49 nm 062°	3.80 nm 042°	2.72 nm 054°	NOT POSS	NOT POSS	3.22 nm 065°	1.06 nm 034°
	H	1.20 nm 056°	1.86 nm 041°	0.98 nm 067°	NOT POSS	1.49 nm 242°		2.46 nm 030°	1.26 nm 044°	NOT POSS	NOT POSS	1.73 nm 067°	0.75 nm 285°
	K	1.52 nm 187°	0.75 nm 178°	1.79 nm 190°	1.98 nm 177°	3.80 nm 222°	2.46 nm 210°		1.27 nm 195°	0.81 nm 282°	1.05 nm 241°	1.52 nm 165°	NOT POSS
	L	0.33 nm 153°	0.59 nm 038°	0.54 nm 176°	0.88 nm 149°	2.72 nm 234°	1.26 nm 224°	1.27 nm 015°		1.46 nm 342°	0.92 nm 323°	0.77 nm 109°	1.75 nm 246°
	N	1.79 nm 160°	1.24 nm 138°	2.00 nm 166°	2.32 nm 157°	NOT POSS	NOT POSS	0.81 nm 102°	1.46 nm 162°		0.69 nm 191°	2.02 nm 144°	NOT POSS
	P	1.23 nm 143°	0.98 nm 104°	1.40 nm 154°	1.79 nm 145°	NOT POSS	NOT POSS	1.05 nm 061°	0.92 nm 143°	0.69 nm 011°		1.63 nm 126°	NOT POSS
	R	0.58 nm 265°	0.80 nm 333°	0.75 nm 246°	0.57 nm 209°	3.22 nm 245°	1.73 nm 247°	1.52 nm 345°	0.77 nm 289°	2.02 nm 324°	1.63 nm 306°		2.37 nm 258°
	T	1.79 nm 076°	2.29 nm 058°	1.63 nm 083°	NOT POSS	1.06 nm 214°	0.75 nm 105°	NOT POSS	1.75 nm 066°	NOT POSS	NOT POSS	2.37 nm 078°	

### NOTES:

- The course boxes shaded in yellow indicate that the rhumb line course between the marks **CANNOT BE SAILED DIRECTLY** as it crosses land, rocks, shallows, restricted areas or other obstructions. Use these courses with **CAUTION !!!**
- The above is provided for convenient guidance only. It is **NOT TO BE USED FOR NAVIGATION!**. The skipper of each vessel remains solely responsible for the safe navigation of their vessel.

## **7. STARTING AND FINISHING:**

Competitors should take **note** that the **RRS 2021-2024 defines starting and finishing differently** than before. In previous years, a boat started or finished when any part of the boat or it's "crew or equipment in normal position" crossed the start / finish line. The new definition changes that to when any part of the **hull** of the vessel crosses the start or finish line. So crew, sails, spinnaker pole, bow sprit, etc no longer count. For most boats it is the stem of the bow that will govern.

Except for starting, finishing, or rounding either end of the start-finish line as a leeward "gate" (see below) **sailing through the start-finish line is PROHIBITED.**

### **Starting**

Unless there are delays the **1st warning gun will be at 6:55 PM with the 1st division starting at 7:00 PM.** Rolling starts will be used when possible so that divisions start at about 5 minute intervals.

Yachts **MUST** hail and check in with the race committee boat (and receive acknowledgement) prior to starting. The check in hail must be done by safely approaching the stern of the committee boat and hailing the committee preferably before any starting sequence has begun. **Do not check in via VHF.** And **Keep Well Clear of Other Boats...Especially Any Boats Already in Their Starting Sequence!**

The race committee will set a start-finish line between an orange flag on the committee boat and a fixed yellow start buoy, "S". (Note: This **changes the RRS Race Signals:** For **BTWNS** the orange flag on the committee boat **designates the end of the line for both start and finish,** just as it has in prior years. A blue flag will **NOT** be used).

The "S" mark is about one quarter mile to the southwest of Buoy "R-2" (Big Tom). The location of mark "S" will remain fixed throughout the series.

The 5 minute starting sequence will be signaled from the committee boat in accordance with the RRS Rule 26. Yachts will start by sailing through the start-finish line leaving the committee boat to starboard. A boat not starting within 4 minutes of its division start will be scored "DNS" (Did Not Start).

**Note:** As per RRS the anchor rode of the committee boat is **NOT** part of the mark. Contact with the anchor rode **only** is not a violation of RRS Rule 31 unless contact is made with the committee boat too.

**Notice to Competitors:** Boats sailing in the vicinity of the race course but not intending to race shall notify the Race Committee prior to their preparatory signal, or risk being scored as a starter.

### **Finishing**

Yachts will finish by sailing through the start-**finish line in the direction from the last mark.**

The committee boat will remain on station throughout the race and will **not** switch sides with respect to the "S" mark. However, at the discretion of the race committee, the finish line may be shortened by moving the committee boat closer to the "S" mark.

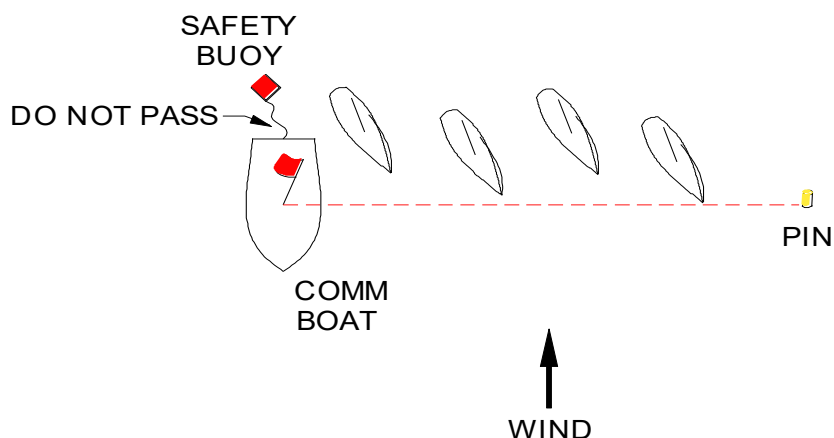
In the event of a shortened course, the race committee will make the appropriate signals as required by RRS **and** will make an announcement on VHF Channel 72.

### **Time Limits**

The first boat in each division must finish by 9:30 PM. The remaining boats in each division have until 9:45 PM to finish. Those boats not finishing will be scored "DNF" (Did Not Finish).

## 8. SAFETY BUOY AT START:

The race committee may stream a “Safety Buoy” behind the committee boat at the start of all divisions to help prevent yachts contacting the committee boat. No yacht may pass between the safety buoy and the committee boat. Collectively, the committee boat, safety buoy and all connecting lines and fittings between them constitute the start mark and touching any of this equipment constitutes “touching a mark” and requires exoneration in accordance with the RRS Rule 31 (360 deg penalty turn as soon as possible).



## 9. DIVISIONS:

Division splits will reflect the goal of making fair and competitive groupings for the series. The factors considered will be the number of entries, the type of boat, the boat's sailing characteristics and its PHRF rating. One-design divisions will be offered if there are sufficient entries to ensure competitive racing throughout the season.

The number and types of divisions will be determined based on the number and types of entries received. The final number of divisions and boats assigned to each division will be posted on the event's scratch sheet on the Yachtscoring web site prior to the first race on 19 May 2021.

**Up to 5** divisions are anticipated (but there may be fewer). Divisions will start in the order they are numbered (1,2,3,4,5). Should the maximum number of 5 divisions be achieved, it is expected that they will be ordered as follows (Check the scratch sheet on Yachtscoring prior to the start of racing!):

1. Spinnaker
2. Spinnaker
3. J/24 One Design
4. Non-Spinnaker 1
5. Non-Spinnaker 2

## 10. STARTING SEQUENCE

The race committee will make starting signals for a 5 minute start sequence as per RRS Rule 26.

Yachts shall stay well clear of the start-finish line until their preparatory signal.

When possible, 5 minute “rolling starts” will be used in which case the warning signal for the next class will be made **simultaneously** with the start signal for the preceding class.

It is the responsibility of all competitors to know the starting sequence and accompanying visual and sound signals (as well as all other Race Signals) as prescribed by the RRS. However, the following are the most common Race Signals that may be seen at the start. Check the RRS for other signals.

## STARTING SEQUENCE

DIVISION FLAGS	
Division #1	
Division #2	
Division #3	
Division #4	
Division #5	

START SIGNAL	MINS BEFORE START	VISUAL FLAG SIGNAL	SOUND SIGNAL
WARNING	5 mins	Division Flag (See to Left)	One
PREPARATORY	4 mins	 "P" Flag	One
ONE MINUTE	1 mins	Prep Flag Removed	One Long
START	0	Division Flag Removed	One

OTHER FLAGS	
Postpone	
Individual Recall	 "X" Flag
General Recall	

**NOTE: In all cases visual signals of the RRS govern.**

### 11. **COURSES:**

The courses for each division will be determined by the Principal Race Officer (P.R.O.) and Race Committee prior to the start of each evening's races.

The P.R.O. and Race Committee have the discretion to post any course that is a logical sequence of mark letters for the prevailing wind conditions on the night of the race.

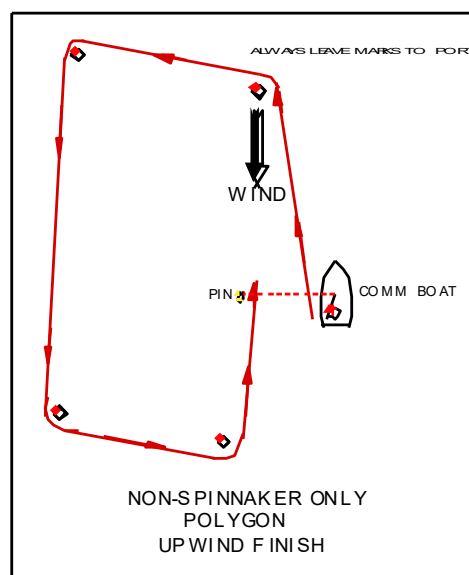
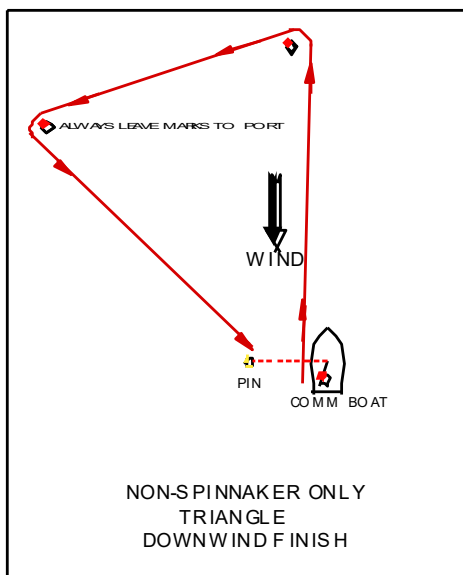
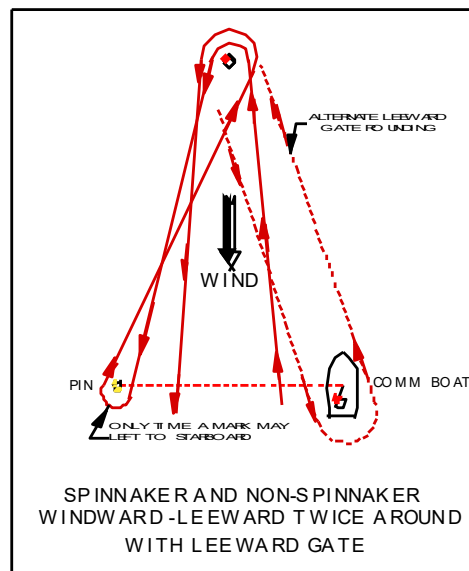
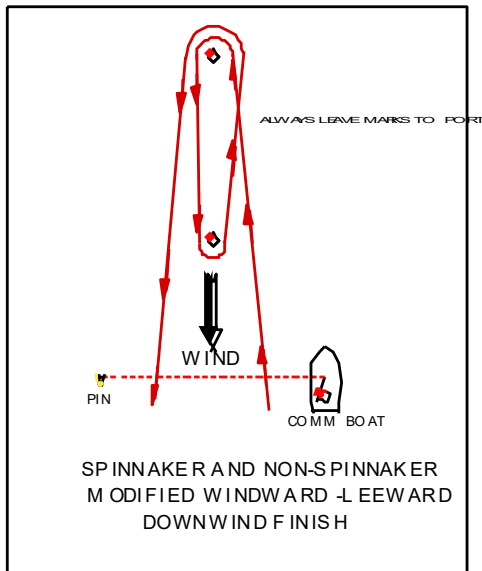
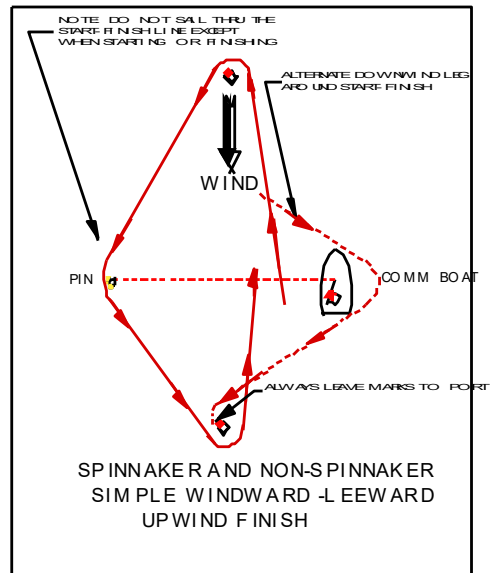
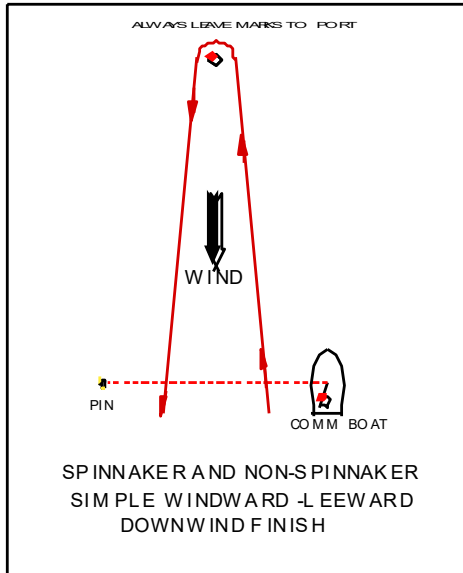
The P.R.O. and Race Committee will always make their best efforts to take into account safety considerations when determining the courses, including, but not limited to:

- Wind strength, wind direction, visibility, weather forecast, etc
- Having all divisions finish in the same direction upwind or downwind
- Avoiding the possibility of yachts racing in different divisions approaching the same mark from conflicting directions, etc.

When possible, J/24 one design yachts will sail shorter windward-leeward courses. If conditions permit, a second race may be sailed for the J/24's as long there is no conflict with other divisions safely starting, finishing or sailing their courses.

Spinnaker yachts will primarily be given windward-leeward courses. Non-spinnaker yachts will receive a combination of non-spinnaker "navigator" courses and windward-leeward courses.

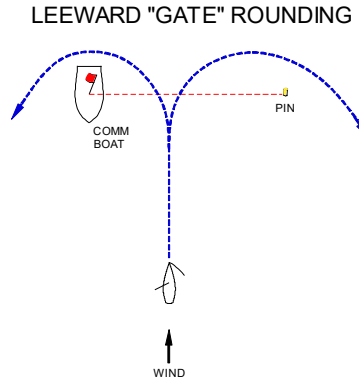
The following diagrams illustrate the general types of courses that may be offered for spinnaker and non-spinnaker yachts on any night.



## 12. TWICE AROUND “LEEWARD GATE” COURSES:

For windward-leeward courses the race committee may at its discretion, signal a twice around course through a leeward gate formed by the start-finish line. Such courses will be posted with a numeral of “2” following the mark designator letter.

In the case of a twice around course, a yacht will complete the first downwind leg by sailing through the “gate” formed by the start-finish line and choose to round either the committee boat end of the start finish line (leaving the committee boat to port) or the pin of the start-finish line (leaving it to starboard - note: This is the **ONLY TIME** a yacht may round a mark to starboard).



**Note:** All right of way and mark rounding rules of the RRS apply when rounding either end of a leeward gate.

## 13. COURSE POSTINGS:

Courses will be posted on a course board on the committee boat. **No “Codes” will be posted to designate courses.** Courses will be directly posted using the mark designator letters for the sequence of marks forming the course for each division.

The “S” mark, designating one end of the start-finish line, will NOT be posted on the course board. It is to be understood that the “S” mark is the **FIRST** and **LAST** mark of each course. For example, a non-windward-leeward “navigator” course posted as “K”-“P” is understood to be equivalent to “S”-“K”-“P”-“S”.

For illustration, the course board will appear similar to the following (with example courses). The following examples are based on the maximum number of 5 possible divisions (see Para 9 regarding Divisions, above).

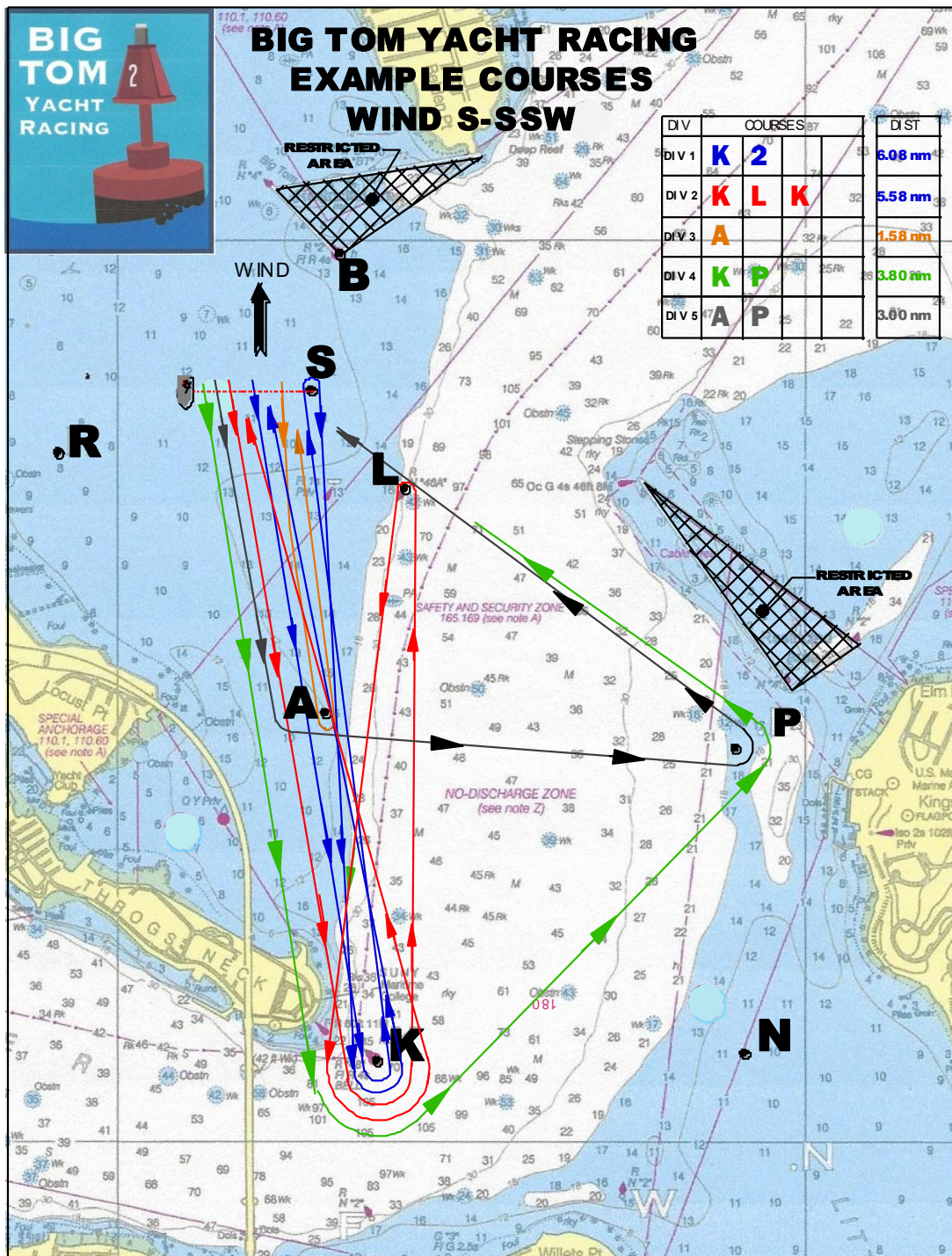
If possible, rolling starts will be used but in case of any delay between divisions it is important to pay attention to the visual flag signals which always govern.

DIV	COURSES			
DIV 1	<b>K</b>	<b>2</b>		
DIV 2	<b>K</b>	<b>A</b>	<b>K</b>	
DIV 3	<b>A</b>			
DIV 4	<b>K</b>	<b>P</b>		
DIV 5	<b>A</b>	<b>P</b>		

To clarify the above example courses (also see the illustration below):

1. Spinnaker 1 – Sails to “K” twice around with the start-finish line as a “leeward gate”
2. Spinnaker 2 – Sails to “K” then “A” then “K” then back through the start-finish line
3. J/24 One Design – Starts through the start-finish line, sails to the “A” mark and return
4. Non-Spinnaker 1- Sails to “K” then “P” then back through the start-finish line
5. Non-Spinnaker 2 – Sails to “A” then “P” then back through the start-finish line

**Note:** Except when rounding the pin end of the start-finish line used as a “Leeward Gate” all marks must be rounded to PORT (leaving the mark to the port side of the boat rounding it).



## **14. RESTRICTED AREAS:**

Two restricted areas are shown on the “BIG TOM YACHT RACING COURSE MARKS -2021” Chart:

1. The area just to the southwest of City Island formed by a triangle bounded by Belden Point, Big Tom Buoy “R2” and Red Nun “4”.
2. The triangle bounded by Stepping Stones Lighthouse and Red Nuns “2” and “4” off Kings Point.

Except when rounding Mark B as a Mark of the course, sailing through these areas is **PROHIBITED**.

## **15. RECALLS:**

In the event of individual or general recalls, in addition to making the signals required by RRS Rule 29.1 (hoisting of the “X” Flag accompanied with one sound signal), the race committee will attempt to hail the recalled yacht(s) on VHF Channel 72.

In the event of a General Recall for a division start RRS Rule 29.2, the race committee will make signals required by the RRS (hoisting the First Substitute flag and two sound signals) and the race committee will make an announcement on VHF Channel 72. This division’s start will go to the “**back of the line**” of “rolling starts” and it will start after the last division start of the starting order. **Boats in the recalled division shall stay well clear of the next division starters while returning to the starting area and awaiting its start.** This changes RRS Rule 29.2.

## **16. RADIO COMMUNICATIONS:**

The race committee will monitor VHF Channel 72. While visual and sound signals required by RRS 2017-2020 take precedence, the race committee will attempt to broadcast pertinent information on this channel.

## **17. PENALTIES**

Competitors must familiarize themselves with RRS Rule 44 regarding procedures for exonerating themselves if they may have breached a rule in Part 2 of the RRS “When Boats Meet” (this requires a two turn penalty) or if they may have breached RRS Rule 31, “Touching a Mark” (one turn penalty).

If a boat has any doubt about whether it violated a rule or not, it is strongly suggested that the boat performs a penalty to exonerate itself as per RRS 44 to **AVOID A NON-EXCLUDABLE “DSQ”**. Any boat performing a penalty under RRS Rule 44 shall so inform the race committee upon or immediately after finishing by hailing the race committee via voice or on VHF Channel 72 staying well clear of the committee boat and other racers while doing so.

## **18. PROTESTS AND REDRESS:**

Competitors must familiarize themselves with RRS Part 5 regarding the procedures to file a protest or to request redress. A boat intending to protest another boat must perform all the following:

1. Hail the protested boat and display a red protest flag at the first reasonable opportunity (RRS Rule 61.1)
2. Hail the Race Committee upon or immediately after finishing via voice or on VHF Channel 72. **Boats should stay well clear of the committee boat and other finishers when doing this.**
3. File a written protest within 90 minutes after the race.

Written protests may be emailed to [BigTomWNS@cityislandYC.org](mailto:BigTomWNS@cityislandYC.org) within the time limit or alternatively may be hand delivered one of the following persons within the time limit. Written protests shall **NOT** be delivered or attempted to be delivered to the committee boat **under any circumstances**.

- Rich Coar (CHAIKA) – City Island YC
- Charles Hurd (EXCALIBER) – City Island YC
- Matt Stainback (SCOUT) – Harlem YC
- Peter Trunfio (ANNANDALE) – Harlem YC
- Jeep Califano (JEEPERS) – Harlem YC
- Jimmy Lynch (Principal Race Officer – City Island YC
- Dave Zielinski (Principal Race Officer) – City Island YC
- Walter Ziobro (SHEARWATER) – City Island YC

Written protests shall be filed on standard US Sailing Protest Forms available on the event's Yachtscore web site. A sample is provided at the end of the sailing instructions.

Pending protests will be noted on the score sheet for each race, pending the results of the protest.

Protest hearings will be scheduled as necessary by the Big Tom Yacht Racing Protest Committee. If, as a result of the protest hearing, a boat is found at fault a **NON-EXCLUDABLE "DSQ"** will be earned by that boat for the protested race.

Requests for **Redress (RRS Rule 62)** will be considered on a case by case basis.

## **19. QUALIFYING AND THROW-OUTS**

Boats will need to be scored in half of the series sailed, rounded down, plus 1 to qualify for the series. Races started but with no finishers in division will count as races not sailed and will therefore lower the number of races needed to qualify. Competitors will earn one throw-out for the series upon qualifying. Multiple throw-outs may be earned by yachts continuing to sail in more than the minimum number of races required to qualify.

## **20. SCORING:**

Scoring will be done using **PHRF Time on Time** computation. Finish position for PHRF divisions will be established on corrected time using time-on-time factors derived from a boat's PHRF certificate rating and the formula  **$F = 600 / (480 + \text{PHRF})$** .

Finish positions in any "one design" class will be determined in the order of finishers.

Overall scoring for the series for all divisions will be calculated using the RRS Appendix A **Low Point Scoring System** including Appendix A5.3. **This is a change from last year!**

Qualifying yachts will be scored for the series based on the sum of their lowest scores in half the races sailed for their division plus one. The scoring program will discard "throw-out" races allowing it to produce a boat's lowest total score for the series. The lower the total score, the higher the finish position. Note: A DSQ or withdrawal as a result of a protest hearing may not be thrown-out.

## **21. RACE COMMITTEE DUTY:**

Should a boat be called upon to perform Race Committee duty for a race, 2 or 3 crew members of the shall be obligated to do so and follow the directions of the PRO. Failure of an entrant's crew to perform race committee duty when called upon shall result in a NON-EXCLUDABLE "DSQ" for the entrant for that race and may result in a refusal of entry in future Big Tom Yacht Racing Events.

## **22. CANCELLATIONS**

Big Tom Wednesday Night Series management will attempt to notify racers via email and/or other telecommunication by 4:30 PM if conditions beyond our control or severe weather (e.g. sustained winds of 25 knots or more) indicate that cancellation of the scheduled race would be necessary or prudent. Skippers are encouraged to provide a textable telephone number and/or email address on the Yachtscoring.com entry form to receive timely notifications of race status. A race cancelled or abandoned will not be re-scheduled at a later time.

## **23. AWARDS**

First place trophies will be awarded for each division in which there are 3 or more qualifiers; Second place for 5 or more qualifiers; Third place for 7 or more qualifiers; Fourth place for 9 or more qualifiers. Participants will be notified of the exact date and location of the awards event.

## **24. DOCUMENTS:**

Documents are available on the event's Yachtscoring web site.

## **25. ADDITIONAL INFORMATION:**

Additional information can be obtained by contacting [BigTomWNS@cityislandyc.org](mailto:BigTomWNS@cityislandyc.org).



# Protest Form

also for requests for redress and reopening

**Fill in and check as appropriate**

Date & time received \_\_\_\_\_

Received by \_\_\_\_\_ Filing no. \_\_\_\_\_

Protest time limit \_\_\_\_\_

1. EVENT \_\_\_\_\_ Organizing authority \_\_\_\_\_ Date \_\_\_\_\_ Race no. \_\_\_\_\_

## 2. TYPE OF HEARING

- TYPE OF HEARING**
- |  |  |
|--|--|
| <input type="checkbox"/> Protest by boat against boat              | <input type="checkbox"/> Request for redress by boat or race committee       |
| <input type="checkbox"/> Protest by race committee against boat    | <input type="checkbox"/> Consideration of redress by protest committee       |
| <input type="checkbox"/> Protest by protest committee against boat | <input type="checkbox"/> Request by boat or race committee to reopen hearing |
|  | <input type="checkbox"/> Consideration of reopening by protest committee     |

### 3. BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING

Class \_\_\_\_\_ Sail no. \_\_\_\_\_ Boat's name \_\_\_\_\_

Represented by \_\_\_\_\_ Tel. \_\_\_\_\_ Email \_\_\_\_\_

#### 4. BOAT(S) PROTESTED OR BEING CONSIDERED FOR REDRESS

Class \_\_\_\_\_ Sail no. \_\_\_\_\_ Boat's name \_\_\_\_\_

## 5. INCIDENT

Where and when the incident occurred \_\_\_\_\_

Rule(s) alleged to have been broken \_\_\_\_\_ Witness(es) \_\_\_\_\_

**6. INFORMING PROTESTEE** How did you inform the protestee of your intention to protest?

- ☐ By hailing When? \_\_\_\_\_ Word(s) used \_\_\_\_\_
- ☐ By displaying a red flag When? \_\_\_\_\_
- ☐ By informing her in some other way Give details \_\_\_\_\_

**7. DESCRIPTION OF INCIDENT**  
(use another sheet if necessary)

**Diagram:** one square = one hull length  
Show position of boats, wind and current direction, marks.

The image shows a full-page template divided vertically. The left half features ten horizontal ruling lines, creating eleven equal-width rows. A vertical line separates this from the right half, which contains a continuous grid of diamonds formed by two sets of parallel diagonal lines intersecting at 90-degree angles. This design is typical of graph paper used for mathematics or technical drawing.