



BLACK ROCK HARBOR Wednesday Night Series Sailing Instructions May 11– Sep 7, 2022

Organized by Black Rock Y.C. and Fayerweather Y.C. Black Rock, Connecticut

1. Rules

- 1.1** The races will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS) 2021-2024, and the current PHRF Regulations as adopted and amended by the YRA of LIS.
- 1.2** Crew Weight limits and the crew weight credits indicated on a boat's PHRF certificate, will not apply.
- 1.3** It is the responsibility of each boats owner or owner's representative to maintain and have aboard proper safety equipment and a current 2022 YRA of LIS, PHRF certification.

2 Check-in and Retirement

- 2.1** A boat intending to start a race shall approach the race committee signal boat with their main up and on starboard tack and hail her division and sail number before the warning signal. Boats arriving late to the starting area or boats whose class is not in the starting sequence shall stay clear of the starting area
- 2.2** A boat retiring from a race must inform the race committee as soon as possible. The race committee monitors VHF channel 68.

3 Notices to Competitors

- 3.1** Notices to competitors and scratch sheets will be posted on Yachtscore.com for the series.
- 3.2** Any change to the sailing instructions will be communicated before 1730 on the day it will take effect.

4 Signals Made Ashore

4.1 Signals made from a race committee boat, either on a mooring in Black Rock Harbor, or docked at FYC, will be considered as signals made ashore

4.2 When flag AP is displayed ashore, “1 minute” is replace with “not less than 45 minutes” in the race signal AP.

5 Schedules

5.1 The Series will consist of one race as scheduled per evening.

May	11	18	25		
June	1	8	15	22	29
July	6	13	20	27	
Aug	3	10	17	24	31
Sept	7				

5.2 The first warning signal is scheduled for 18:50 hours from May 11, 2022 through August 3, 2022. On August 10, 2022 and thereafter, the first warning signal is scheduled for 18:30 hours.

6 Divisions

6.1 Boats shall sail within one of the divisions described below. Boats shall not change divisions during a series without the consent of the organizing authority.

- Div 1: Spinnaker Boats PHRF
- Div 2: Non-Spinnaker Boats

6.2 Division flags will be the numeral pennant corresponding to the division number.

6.3 The number of divisions may change depending on how many boats are registered for each class. The sailing chairs of BRYC and FYC will make the decision to collapse the divisions before the first race.

7 Courses and Signals

7.1 Courses, the marks to be used are shown on the attached page titled “Black Rock Harbor Racecourse Marks” page 7 & 8. The course to be sailed will be signaled by posting the letters that correspond to the marks that are to be rounded. They will be posted on the course board in the order in which they are to be rounded and shall include the finish mark. All rounding marks are to be left to the same side as the starting mark. Letters that correspond to rounding marks that are to be left to the opposite side shall be circled on the course board. A number following the list of marks to be rounded may be used to indicate the number of times around the course.

7.2 Division 1 will sail windward leeward courses and Division 2 will sail random leg courses.

7.3 Aids to navigation not used as turning marks may be disregarded with the following exceptions.
No yacht shall pass:

- between 100ft west of LC and Penfield Light

- between Penfield Light and Lantern point
- between Flasher 2A and Fayerweather Light

8 The Start

8.1 The Starting Line will be between a flag on the race committee boat and the starting mark.

8.2 Races will be started using rule 26, with no changes:

Signal	Flag	Sound	Min
Warning	Class flag displayed	1 sound	5
Preparatory	P, I, Z, Z with I, or black	1 sound	4
One-Minute	Preparatory flag removed	1 long sound	1
Starting	Class flag removed	1 sound	0

8.3 A series of short sound signals or hails may be made before the starting sequence begins in order to attract attention. Neither failure to make this signal nor failure of a boat to hear it will be grounds for redress.

8.4 Starts will normally be rolling. At the start signal the Division Pennant will be removed and replaced by the next division's Pennant, which will be their warning signal.

8.5 Divisions will start as follows:

- Division 1 will start first, followed by Division 2

8.6 Individual Recalls will be signaled by displaying the code flag "X" and one sound. An "over early" boat will be hailed to restart by her name or sail number and an attempt may be made to notify her over VHF Channel 68. Neither failure to hail nor failure of a boat to hear their hail will be grounds for redress.

8.7 General Recalls will be signaled with code flag "First Substitute" (FS) and two sounds. A new warning signal for the recalled division will be made one minute after lowering "FS" and one sound. Succeeding divisions shall follow the order of the new start.

9 Change of Course after the Start

9.1 A change of course will be signaled by a race committee boat making sound signals, displaying flag "C", and displaying the remaining marks to be passed, including the finishing mark. This changes rule 33.

9.2. After the starting signal, the RC may shorten the course (*display flag "S" with two sounds*) or abandon the race (*display flag "N", "N" over "H" or "N" over "A", with three sounds*).

- because of foul weather
- because of insufficient wind making it unlikely that any boat will finish within the race time limit
- because a mark is missing or out of position

- for any other reason directly affecting the safety or fairness of the competition

9.3. If the RC signals a shorten course (*display flag "S" with two sounds*), the finish line shall be,

- At a rounding mark, between the mark and a staff displaying flag "S".
- A line the course requires boats to cross
- At a gate, between the gate marks

The shorten course shall be signaled before the first boat crosses the finishes line.

10 The Finish

10.1 The Finish Line is between a flag on a race committee boat and the finish mark and shall be crossed in the direction of the course from the last mark.

10.2 If no boat has passed Mark 1 within 60 minutes, the race will be abandoned, at the RC's discretion.

10.3. The Time limit for all boats will be 30 minutes after the first boat finishing within their fleet in one hour or less, 50-minute limit after the first boat finishing within their fleet in over one hour. All boats not finishing by the time limit will be scored TLE.

Mark 1 Time Limit	Race Time Limit	Finishing Window
60 minutes	30 minutes after 1 st boat finish	1 hour or less
60 minutes	50 minutes after 1 st boat finish	Greater than 1 hour

Example:

Start: 19:00

First boat finish: 19:59

TLE after: 20:29 (30 minutes)

First boat finish: 20:01

TLE after 20:51 (50 minutes)

10.4. TLE and DNS Scoring: A boat that sails the race and does not cross the finish line within the time limit will be scored as if the boat came in last place with the fleet sailing that evening. The calculation for scoring a "TLE" boat will be, total boats sailed for that race+1. If a boat does not sail in the race the boat will be scored DNS. DNS score for that race will be calculated as all the boats entered +1.

Example:

20 boats entered in the division

10 boats sailed on a specific day's race out of 20

2 boats did not finish the race within the time limit

The 2 TLE boat score will be 11

DNS score will be 21

11. Starting Area

11.1 The starting area is around Red 2A or within 0.5NM East/South East of Red 2A.

12 Penalty System

12.1 A boat breaking a rule described in RRS Part 2 ("When Boats Meet") may take a penalty by promptly making one turn including one tack and one gybe. This modifies the "two turns rule".

13 Scoring

13.1 The Low-Point Scoring System in RRS Appendix A will apply. Except that Rule A2 is changed to exclude the worst scores, including "did not start" (DNS) for each boat for all races in excess of 60% of the total number of races in the series. At least one race must be completed to constitute the Series.

13.2 A modified YRA of LIS, PHRF "time on time" scoring procedure will be used. [TCF=650/(550+PHRF)]

13.3 For the purpose of calculating 60% of the total number of races scored, it will aggregate races scored multiplied by 0.6 and rounded upward. (i.e., 18 races scored will result in 11 best scores towards final position. $18 \times 0.6 = 10.8$, rounded to 11)

13.4 A boat serving as Race Committee will be scored as having competed in that race and will be assigned a score equal to her average for **all** races **sailed** during the season (i.e., if a boat sailed in 15 races, the average score for all 15 races will be used as the position for the week they performed R/C). If a boat does not perform her R/C duties, or find a replacement to perform R/C, on the date posted on the regatta website, that boat shall be disqualified for that series. The organizing authority shall be notified of any arrangements for replacements.

13.5 If a boat assigned to Race Committee chooses to participate in that evening race, that boat may sail the course but will not be scored as a participant. That boat will be scored as to 13.4.

14 Protests

14.1 In addition to the requirements of rule 61, the protestor must also inform the race committee as soon as possible after finishing or retiring of the intent to protest. The completed US Sailing protest form must be delivered to the Race Committee within 1 hour after the race committee signal boat docks. The protest committee shall extend the time limit if there is good reason to do so.

- 14.2** The Organizing authority shall select a three-member Protest Committee as soon as possible. One member shall be appointed Protest Committee Chairman. The three-member Protest Committee must not be comprised of any interested party. Club members who are US Sailing Certified Race Officers and/or US Sailing Certified Judges may also be selected to serve on the three-member Protest Committee and shall be given preference in selection. The Protest Committee Chairman will schedule the date to hear the protest.

15 Liability

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

16 Radio Communication

- 16.1** The race committee will monitor and utilize VHF Channel 68 once “on station.”
- 16.2** The race committee may designate an unofficial observer to transmit courtesy broadcasts such as course changes, postponements or abandon races, for the safety of boats out of hailing distance or sight of the R/C boat. (It is the responsibility of each competitor to observe the race committee’s visual signals, failure to hear courtesy broadcasts and errors or omissions on the part of the designated observer will not be considered as grounds for granting redress).

17 Trophies

- 17.1** Top finishers of the Series in each Division will be awarded for Series and combined season overall. Top three finishes shall be awarded for divisions that have more than five registered competitors that have sailed at least one race. Top two finishes shall be awarded for divisions with four or more competitors that have sailed at least one race. First place shall be awarded for divisions with three competitors that have sailed at least one race.
- 17.2** To be eligible for trophies, a boat must submit a 2022 current PHRF certificate issued by the YRA of LIS, no later than the earlier of the 1st race of May 12th. PHRF certificates should be submitted to Sailing@FYCCT.org. All competitors shall comply fully with the requirements of their PHRF certificates and the sailing instructions for this series.

18 Contacts

BRYC: Jon Redwood (203) 336-1888 jonsequoia@yahoo.com
FYC: Michael Mears (203) 522-9371 Sailing@FYCCT.org



BLACK ROCK HARBOR

Racecourse Marks

Organized by Black Rock Y.C. and Fayerweather Y.C. Black Rock, Connecticut

- A – Special Starting Mark – either Yellow or Orange tetrahedron**
- B – Special Mark “B” (41° 08’ 6.2” / 73° 13’ 5.8”) (Dec 41.13505N / -73.2308W)**
- LE (little “E”) – Special Mark “E” (41° 08’ 9.8” / 73° 11’ 14”) (DEC 41.13605N / -73.187217W) Small Orange Buoy**
- BE (Big “E”) – Special Mark “E” (41° 07’ 58.6” / 73° 10’ 26.8”) (DEC 41.1329N / -73.1741W) Large Orange Can Buoy**
- F – Special Mark “F” (41° 09’ 4” / 73° 11’ 58.3”) (DEC 41.1511N / -73.1995W)**
- G – Green Can “1” Bridgeport Entrance Channel**
(41° 08’ 31” / 73° 11’ 3”) (DEC 41.14181 / -73.18407)
- J - Green Can “3” Bridgeport Entrance Channel**
(41° 08’ 55” / 73° 10’ 55”) (DEC 41.14857 / -73.18195)
- K - Special mark leeward (yellow tetrahedron)**
- R – Red Bell “18” 2 nautical miles South of Point no Point – Stratford**
- S – Red Bell “22” 3/4 nautical mile South of S. Pine Creek Point – Southport**
- T – Green Gong “LC” off Penfield Reef**
- W – Green Can “1” at Stony Brook**
- X – Red “2A” Black Rock Harbor Entrance Channel**
- Y – Green Gong “11A” 1.5 nm NNW Port Jefferson Entrance**
- Z – RW “PJ” 1.5 nm N Port Jefferson Entrance**

