

**Cow Bay Cruising Association (“CBCA”)
2023 Series
Notice of Race and Sailing Instructions**

Spring: May 18, 25, June 1, 8, 15, 22, 29 July 6
Summer: July 13, 20, 27, August 3, 10**, 17, 24, 31**

* Spinnaker races will not be held.

** Crew Races. “Crew race” means that a member of the crew must helm the boat the entire race, start to finish. It does not have to be the same crew member the entire time. Owners/skippers are encouraged to be in close proximity to the crew/helm especially at the start. Owners/skippers should take over if safety of that or another boat demands it.

Eligibility: Open to (i) single hull auxiliary powered cruising sailboats, 22 feet or more in length equipped with head, VHF radio, and life lines (unless the boat is part of a recognized one-design class for which the class rule does not require life lines), or (ii) is an Ideal 18 and conforms to that class’s one-design class rule and is equipped with a VHF radio. In addition, all boats except Ideal 18s must be equipped with running lights which must be on after sunset. For Ideal 18s temporary running lights are permitted; if running lights are not used it is the Ideal 18’s skipper’s responsibility to have his/her boat safely returned to mooring before sunset. All boats other than Ideal 18s must be capable of motoring to and from the starting area. Skippers are strongly requested to join the YRA of LIS. All owners must have registered with the CBCA.

Entries: A minimum of six (6) entries will be required before races will be commenced.

To enter, go to <http://www.yachtscoring.com>, select Cow Bay Cruising Association Series as the event, and proceed to register and submit payment electronically through that site. Entries must be made on the provided CBCA application form and be submitted as part of that electronic registration. All registrations (other than Ideal 18s) must be accompanied by a valid PHRF certificate. Paper entries will not be accepted. Questions may be directed to the fleet’s scorer Eric Weintraub, email at eric@adgiftsinc.com. **No boat will be scored without a fully completed and paid entry.**

Fees: Entry fee for all classes is \$225, except for the One Design Ideal 18 class for which the entry fee is \$100.

Notices to competitors: Any changes to these Sailing Instructions or 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 dates/races stated. Pertinent race documents are also posted on the Yachtscoring web site.

Guests: CBCA encourages new yachts to participate. Yachts which have never registered to race Thirsty Thursday before may elect to race twice as a guest without registering but must register thereafter to continue to participate. Guests need to check in and provide their non-spinnaker PHRF rating to the race committee.

Handicaps: The One Design division(s) sail without handicaps. For all other divisions, CBCA does not sail under the YRA of LIS PHRF Regulations, which are inapplicable to any CBCA event, race, or series. The CBCA organizing committee determines handicaps. Current PHRF handicap ratings as assigned by the YRA of LIS and in effect at the time of a boat's registration with CBCA will be used as a starting point for determining the handicap of each boat in the fleet. Any adjustment shown on a boat's PHRF certificate for reduced crew weight will be eliminated. Any boat in the cruising class will have its handicap determined by the CBCA organizing committee in its sole discretion, and may be changed at the conclusion of any series in the sole discretion of the CBCA organizing committee. A boat's PHRF Rating as assigned by YRA of LIS may be additionally adjusted to reflect the skill of the sailors and/or the competitiveness of the various boats and/or the conditions encountered in Manhasset Bay.

Divisions: Entrants will sail in the following divisions:

- Division I - The lower rated boats
- Division II - The higher rated boats

One Design - A separate start for Ideal 18s will be provided if there are 3 or more boats participating or at the discretion of the CBCA Commodore or the Race Committee.

Divisions may be determined/adjusted/combined before the start of any race based on total numbers of entries and ratings.

Yachts shall not interfere with boats in other divisions. The RRS (as modified

herein) apply to all divisions.

Rules: The current Racing Rules of Sailing ("RRS") shall govern, except as modified herein, and except that the prescriptions of RRS 82 are deleted and RRS 82 shall not apply (the Disclaimer, Waiver and Indemnity provisions of the CBCA Application to govern instead).

Special CBCA Rules:

- 1) Only one spinnaker pole or whisker pole shall be used at a time. Spinnaker pole or whisker pole must be secured to the mast when in use and cannot be extended beyond or be longer than the J or SPL measurement in your PHRF certificate. This changes RRS 50.2.
- 2) Jib and/or Genoa must be attached to the forestay (only one sail allowed at a time, except when changing). Spinnakers, Bloopers, code zeros and Staysails are not .
- 3) There is no weight/crew restriction for any CBCA event.

Marks: Marks and restricted areas are as defined on the Cow Bay Racing Association chart, which is available online at our Yacht Scoring page. In addition, no boat shall pass between Mark "K" and Plum Point.

Courses: The CBCA Commodore or Race Committee may announce the course on VHF Channel 72 using internationally recognized call signs, e.g. Alpha, Bravo Charlie, Delta, etc. The course will establish the marks and indicate whether the marks are to be rounded to port or starboard. If a course is posted on the Worry Wart course board, the posted course shall be the official course.

Courses posted or announced as “B A B A”, or similar, are NOT considered twice around.

Twice Around: A “twice around” course will be either indicated in radio hail or signaled by posting the letter “T” on the Worry Wort course board. For “twice around” courses, yachts shall cross the start/finish line to commence their second circuit of the prescribed marks, and shall not otherwise recross the start/finish line. An example of a twice around course is either radio hail “BA Twice around” or posted “BA” with “T”.

Shortened or Changed Course: The Race Committee may change or shorten the course by making announcements over VHF channel 72. It is the responsibility of the competitor to monitor VHF 72 throughout the race. This changes RRS 32 & 33.

Start and Finish: In the vicinity of the committee boat, the Worry Wart, anchored approximately 1/2 mile NW of mark B in Manhasset Bay, unless a different location is announced.

Start/Finish Line: Between an orange flag on the Committee Boat and an inflatable buoy or pin, unless a different location is announced. After starting, a yacht **may not recross** the start/finish line except when a “twice around” course has been set (see Twice Around instruction). The start line **will not be moved** and will become the finish line, unless an alternate finish line is established by the Race Committee. Prior to their warning signal, yachts shall keep clear of the starting area for the previous division.

Checking in: Participating yachts must check in with the race committee once the race committee is on station by approaching the WW to starboard and in a clockwise pattern to hail their sail number. Race committee may accept check in via VHF radio channel 72 at its discretion.

Starting Times and Signals: The anticipated order of starting classes will be as follows: first start, Ideal 18 (One Design); second start, Division II; third start, Division 1. Start times and signals are set forth below. No flags or other visual signals will be used. This changes RRS 26.

Classes may be started together. If classes are to be started together, class identification for classes to be started together will be displayed on the committee boat. A VHF broadcast may be made to announce that classes will start together. In the event classes are started together, each succeeding start will be moved AHEAD accordingly.

At the discretion of the CBCA Commodore, races may be designated in a pursuit format instead. If that occurs, competitors will be notified in accordance with the section labeled Notice to Competitors (Yachtscoring website) and may be repeated via VHF channel 72 in advance of the start. Instructions for pursuit format will be conveyed at that time.

<u>Time</u>	<u>Means</u>	<u>Signal</u>
6:59 PM	ATTENTION	3 Short Horn Blasts
7:00 PM	First Warning	1 Horn Blast
7:01 PM	Preparatory	1 Horn Blast
7:04 PM	One Minute	1 Horn Blast

7:05 PM	First Start/ Second Warning (if needed)	1 Horn Blast
7:06 PM	Preparatory	1 Horn Blast
7:09 PM	One Minute	1 Horn Blast
7:10 PM	Second Start/ Third Warning (if needed)	1 Horn Blast
7:11 PM	Preparatory	1 Horn Blast
7:14 PM	One Minute	1 Horn Blast
7:15 PM	Third Start/ Fourth Warning (if needed)	1 Horn Blast
7:16 PM	Preparatory	1 Horn Blast
7:19 PM	One Minute	1 Horn Blast
7:20 PM	Fourth Start	1 Horn Blast

Recalls: There will be minimal General Recalls. Individual Recalls will be indicated by one horn blast for each yacht over early. Race Committee will attempt to hail sail numbers or announce sail numbers over Ch. 72. No flags or other visual signals will be used. Boats over the line early who do not return to recross the starting line will be scored OCS. Failure of a boat to see or hear her recall notification and the timing and order of such hails shall not be grounds for redress. This changes RRS 29 & 62.1.

Postponement/Cancellation: Postponement will be indicated by two long horn blasts. The next signal will be the warning signal for the next division to start. Abandonment of divisions not yet started will be indicated by three long horn blasts. No flags or other visual signals will be used. This changes RRS 27.3 and 32.1.

Time Limit: The time limit for all Divisions is 9:30 p.m. Finish prior to the time limit by one boat in a division constitutes a race for that division. Race Committee will stay on station until all boats finish or 10:00 p.m., whichever is earlier, after which yachts shall keep their own times and phone or email them to the scorer.

Taking a Penalty: If there is no contact, a One-Turn penalty may be completed for exoneration. This changes RRS 44.1.

Protests: In accordance with the current RRS. Protests must be delivered to the CBCA Commodore by e-mail no later than noon of the day following the race, with an original delivered promptly to the Manhasset Bay Yacht Club front desk addressed to the current CBCA Commodore. Protest forms are available at U.S. Sailing and under "General Race Forms" on our YachtScoring page.

Series Scoring: 1. Scoring shall be in accordance with the RRS and Appendix A, except as noted. 2. Eight races are scheduled for each series. Four races are required to be completed to constitute a series. 3. The low point scoring system of RRS Appendix A will apply, excluding the single worst score. Races abandoned by the Race Committee will not reduce the number of throwouts. Boats entering after the series begins will have missed races counted as DNC. 4. Once one race has been scored in a series, no rescoring will occur for rating adjustments not reported in writing to the CBCA scorer prior to the yacht's first race of the series. 5. First gets 1 point; second gets 2 points, third 3 points, etc. DNF, DNS, OCS, DSQ, RET, etc. get the number of finishers in that division plus one. DNC, TLE, get the number of paid entries in that division plus one.

Prizes: Trophies will be based upon the number of entrants qualifying:
1st Place: Three or more

2nd Place: Four or more

3rd Place: Five or more

In order to continue to present quality trophies, a yacht may be awarded a single trophy to encompass all awards won during the season.

Columbus Day Race: A separate announcement will be made regarding a Columbus Day Race this year.

Covid-19 protocols: The ongoing COVID-19 Pandemic brings special considerations to yacht racing. It is the responsibility of each participant to interpret and follow governmental guidelines regarding COVID-19, and it is the responsibility of the skipper to ensure that such guidelines are adhered to on their boat. In particular, wearing of face coverings and maintaining social distance on each boat should be followed as long as these government guidelines remain in effect. The CBCA will not monitor or enforce COVID-19 guidelines as they are extremely dynamic AND the responsibility of skipper and crew. A breach of this rule shall not be grounds for protest by a boat. This changes RRS 60.1(a).

Disclaimer of liability: By registering for this event, the person-in-charge of each boat agrees to the following, and agrees that he/she shall obtain the agreement of each crew member to the following:

- 1) My crew and I recognize that sailing is an activity that has an inherent risk of damage and injury, sickness and disease (including communicable diseases such as COVID-19) associated with it. We have read rule 4, Decision to Race, and hereby acknowledge and agree that we are participating in this event entirely at our own risk.
- 2) My crew and I acknowledge and agree that neither the organizing authority nor the race committee, nor their members or board members, will be responsible for: a) any damage to the entered boat or any other property, or b) any injury, sickness or disease (including communicable diseases such as COVID-19) to my crew or me, including death, sustained as a result of our participation in this event.
- 3) My crew and I hereby waive any rights I or they may have to sue the race organizers (including the organizing authority, its board members, host club, race committee, protest committee, sponsors or any other organization or official or their members) with respect to personal injury, sickness or disease (including communicable diseases such as COVID-19) or property damage suffered by my crew or me as a result of our participation in this event, whether on the water or on shore, and hereby release all of the above from any liability, claims, and damages of every kind or nature whatsoever for such injury, sickness or disease (including communicable diseases such as COVID-19) or damage to the fullest extent permitted by law.
- 4) I have taken all necessary steps to ensure that my crew and I and my entered boat are adequately prepared for all possible contingencies, including carrying and using appropriate safety equipment as may be required by law or regulation, racing rules and/or that a prudent seaman would consider advisable.
- 5) My crew and I agree to be bound by all rules that govern this event.
- 6) I will inform all crewmembers of the conditions stated herein for their participation in such racing, including this disclaimer, and obtain their agreement thereto prior to racing.