



DIYC THURSDAY NIGHT RACES – 2018 NOTICE OF RACE & SAILING INSTRUCTIONS

Amended April 12, 2018

1. The Thursday Night Races will be held every Thursday beginning on March 29, 2018, through October 18, 2018. The Davis Island Yacht Club is the organizing authority.
2. The races will be governed by the *rules* as defined in *The Racing Rules of Sailing*. The US Sailing prescriptions to RRS 63.2 and 63.4 do not apply to this series. For all **Divisions** using WFPHRF handicaps, the WFPHRF Class Rules are in effect. All other boats shall comply with rules of their class association.
3. Anticipated **scoring Divisions** in the races include **Portsmouth (Centerboards, Cats & Small Keelboats); Spinnaker A (random leg course rating of under 70); Spinnaker B (random leg course rating 70-120), Spinnaker C (random leg rating 121 and over); Non-Spinnaker A (random leg course rating of under 200), Non-Spinnaker B (random leg course rating of 200 and over); Racer-Cruiser; and J/24.** The organizing authority retains the right to reassign entrants into other **Divisions** in its discretion to promote better competition among vessels.
4. Conditions of Entry: Submit a completed entry form, waiver of liability, and valid WFPHRF certificate if sailing in a PHRF scored **Division** or submit a provisional certificate generated by the Club Measurer approved by the Fleet Captain. Boats racing with a provisional certificate will not be officially scored in the races or series. Skipper must also sign up for Race Committee duty at the time of registration before the scorer will enter the boat's information in the scoring data base. WFPHRF certificates must be renewed by July 1, 2018.
5. All boats shall meet USCG requirements for the size of the boat and number of persons aboard. Failure to meet these requirements, including lighting requirements, is cause for disqualification without a hearing, changing RRS 60.2 and 63.1. At sundown and thereafter, all boats less than 7 meters (<23') that do not have regular running lights, must demonstrate to the Race Committee that they have the required torch or lantern flashlight) aboard by shining it on their sail(s) at the finish line. The penalty for not doing this may be disqualification without a hearing. This changes RRS 63.1. Breaches of this instruction will not be grounds for a protest by a boat, changing RRS 60.1. All boats are encouraged to carry a working VHF radio.
6. A representative of each entrant must complete the sign-in sheet each week. Failure to comply will result in a **warning for the first occurrence, thereafter a 20% penalty**. Online sign-in is available on diyc.org. The sign-in sheet should be available from 1730 until 1815 each Thursday afternoon. An entrant which fails to notify the Race Committee that it is not racing after having signed-in will result in a score of "DNE", Disqualified Not Excludable, without a hearing. This changes RRS 63.1 and A4.
7. Race Committee duty. It is each competitor's responsibility to do the following:
 - a. Check the weekly sign-in sheet to verify the assigned date. Only a Thursday Night Co-Captain or the Fleet Captain may approve a swap of dates between competitors.
 - b. Report to the sign-in desk by 1730 (5:30 pm) on your assigned date.
 - c. The boat's skipper and at least one (preferably two) crew must serve on the Race

Committee for that night.

- d. The two skippers are expected to stay on site at the Club until the results are announced.
 - e. Failure to comply with any of the above may result in disqualification for the race or the series without a hearing, changing RRS 63.1 and A4. The score assigned shall be a DNE.
8. Notices to Competitors – Shall be posted on the official notice board (which is located down stairs on the west side of the club) at least 1.5 hours before the first warning signal except the announcing of a Green Flash Series Race which should be done at least one week in advance.
9. Schedule
- a. March 22 – Registration, Race Committee Sign-up, and Series briefing.
 - b. March 29 through October 18, racing every Thursday night, weather permitting.
 - c. Flag-L will be displayed, with one sound signal, at 1829 as an attention signal.
 - d. The scheduled time for the first warning signal for the first starting class is 1830 (6:30 pm). The warning signal for a subsequent class is expected at the start of an earlier class.
 - e. There will be 4 series with each having 6 races planned with one throw-out. If the final series has less than 5 races, then there will be no throw-out in that series.
 - f. Green Flash Races. Periodically, the RC will announce that a Thursday night's race will be a Green Flash Race. These races do not count for the regular Thursday Night Series but, instead, might make up a series of its own. This series will be scored separately with one throw-out provided there are at least five races scored. If less than five Green Flash Series races are scored, there will be no throw-out.

10. The order of starts and class flags:

Starting Class:

Portsmouth
Spinnaker C & J-24s
Spinnaker A & Spinnaker B
Racer-Cruiser
Non-Spinnaker A & Non-Spinnaker B

Class Flag:

Purple Flag with the letter "P"
Yellow Flag with letter "C"
Red Flag with letter "S"
Green Flag with the letter "R"
Blue Flag with letter "N"

11. Racing Area: The northern portion of Hillsborough Bay south of DIYC to G "23" Cut C channel as shown in Addendum A.
12. Courses – The course board will be divided into two sections posted on the signal vessel. The lower section (yellow) will display the course for the Non-Spinnaker starting class. The upper section (white) will display the course for all other classes. In addition to a letter designating the marks, there will be a "P" or "S" denoting the required side on which to leave the mark. In addition to posting the courses on the applicable section of the course board, the Race Committee may attempt to announce the course over VHF Channel 72. Failure of a competitor to receive or failure of the Race Committee to transmit is not grounds for redress, changing RRS 62. This communication is a courtesy only.
13. Marks – The starting mark will be either DIYC A, DIYC E or an orange buoy which will be close to the signal vessel.

	<u>Mark Description</u>	<u>Approximate Position in Lat/Lon</u>
A	Yellow Buoy 200 ^O T, 0.29 nm from entrance to Seaplane Basin	27°54'22 N 82°27'28 W
B	Tall Range (rounding mark)	27°53'86 N 82°26'63 W
C	Yellow Buoy 268 ^O T, 0.15nm from G "25" Cut C channel (rounding mark)	27°52'83 N 82°26'68 W
D	Yellow Buoy 268 ^O T, 0.15nm from G "23" Cut C channel (rounding mark)	27°51'82 N 82°26'78 W
E	Yellow Buoy 094 ^O T, 1.39nm from Ballast Point Breakwater (rounding mark)	27°53'29 N 82°27'17 W
F	Yellow Buoy 005 ^O T, 0.2nm from Long Shoal Mark G "1" (rounding mark)	27°52'67 N 82°27'58 W
G	Yellow Buoy 129 ^O T, 0.5nm from Ballast Point Pier (rounding mark)	27°52'98 N 82°28'32 W
H	Yellow Buoy 069 ^O T, 0.9nm from Ballast Point Pier Note: On legs using both "A" and "G" as the ends, this mark is a passing mark, otherwise, it is a rounding mark. In either case, it will be shown on the course board if passage on only one side is permitted in a race.	27°53'60 N 82°27'80 W
I	Yellow Buoy, proximity of Bayshore Blvd, 2 miles North of Ballast Point due east of the Academy of the Holy Names. (rounding mark)	27°54'72 N 82°29'09 W

14. The course board will not show the finishing line, which is described in #19, below.
15. After the first warning signal of the day, if the Race Committee decides to change the course for the subsequent classes, it will fly code flag "L" (Come Within Hail) flag. They will then post the new course. Lowering of the "L" flag will be followed one (1) minute later by raising the next class flag warning signal.
16. The starting line will be between a staff displaying an orange flag on the Race Committee signal vessel and the nearby starting mark.
17. The Race Committee will attempt to hail OCS boats on VHF channel 72. The failure of the Race Committee to hail, timeliness of hails or the sequence of hails shall not be grounds for redress. This changes RRS 62.1.
18. If a General Recall is signaled, with the First Substitute and two horns, in accordance with RRS 29.2, then the recalled class will restart after the last regular start, i.e. move to the end of the line. The first substitute will remain displayed until the drop of the preparatory flag for the next class. Should a subsequent class be subjected to a general recall, then its start will take place after the earlier recalled class.

19. The finishing line will be at the mouth of the Seaplane Basin west of the DIYC clubhouse, between the two pilings located on the east and west side of the basin. The areas between the pilings and the shore on both sides are defined as *obstructions*, and rule 19 applies.
20. All boats are requested to hail their sail number and boat name as they cross the finish line.
21. Penalty System
 - a. **Portsmouth Division** will use the Two-Turns Penalty and One-Turn Penalty defined in RRS 44.1 and 44.2.
 - b. All other **Divisions** will use the Scoring Penalty. To accept the Scoring Penalty, a boat must comply with RRS 44.3 and deliver a completed form to the scorer or a member of the Race Committee to acknowledge the penalty prior to the end of the protest time limit. Boats breaking RRS 31, Touching a Mark, will receive a 10% penalty. This changes RRS 44.3.
 - c. Post-Race Penalties
 - i. Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
 - ii. A Post-Race Penalty is a 30% Scoring Penalty (15% for breaking RRS 31) calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
 - iii. A boat takes a Post-Race Penalty by delivering to the scorer, a member of the Race Committee or the chief Judge, a written statement or email that states she accepts the penalty and that identifies the race number and where and when the incident occurred.
22. The time limit for each class will be two hours after their start. Any boat still racing at the time limit will be scored TLE, 2 points more than the number of finishers, without a hearing. This changes RRS 35, A4 & A5.
23. Protests shall be delivered to a member of the Race Committee (which includes the scorer) within one (1) hour of the protesting boat's finish time. The protestor will ensure that the RC member dates and times the protest form. A member of the RC can usually be found either in the members' room or on the point finishing boats. The RC will then see that the form is passed on to the Chief Judge. The RC will have forms available with them.
24. The Chief Judge will schedule the protest hearing and notify all parties as to the date and time.
25. The **Portsmouth Division** shall be scored using the Portsmouth rating system, wind strength Beaufort 2-3 scale. **All other Divisions** shall be scored using the WFPHRF time on distance system; the "RLC" rating will be used for all races.
26. The Low Point System of Appendix A will apply, including A9, as modified by SI 9.d. The annual season score will be the best three series finishes of the four series in each **Division**.
27. Each competitor and Thursday Night Co-Captain will have the option of electing to take average points for the night that they serve on the Race Committee or the boat's actual score if it races. This option is only available if the "primary" skipper of the boat works on the Race Committee.

The decision to use average points must be made that night by informing the Co-Captain or scorer. Average points will be based on all races started by the boat in that series.

28. The tie break for the season will be RRS A8, except that the wording is modified as follows:

Change “series” to read “season”

Change “race” to read “series”

29. It is the absolute responsibility of every competitor to report any significant or major contact between boats as defined below by the end of the protest time limit.

Level	Extent	Effect
Level A – Minor Damage	Less than 1 man-hour to fix Less than \$100	Boat may race without repair
Level B – Significant Damage	Less than 5 man-hours to fix Less than \$1,000	Boat may need some temporary work before racing
Level C – Major Damage	More than 5 man-hours to fix More than \$1,000	Significant repair required before racing

- This may be reported to the Co-Captain or Fleet Captain by any of the following methods by delivering a completed: (a) Protest Form; (b) Alternative Penalty Acceptance Form; or, (c) Report of Contact Form.
 - If the Co-Captain or Fleet Captain determines that significant or major contact has occurred, and it is not reported, all boats involved who did not file a written report noted above will be scored “DNE”, Disqualified Not Excludable, without a hearing. This changes RRS 63.
 - Such disqualification will be posted on the Official Notice Board. Any competitor so disqualified may request a hearing.
 - If a protest committee determines that damage to boats involved in a collision is major, as defined above, the protest committee may instruct the Race Committee to score either or both boats as “DNE” even if the boats have properly reported the incident.
30. Trophies will be awarded in **Divisions** based on the number of “qualifiers”. Trophies may be combined in the discretion of the Fleet Captain.
- To qualify for a series, a boat must sail at least 50% of the races completed.
 - To qualify for the season, a boat must qualify in at least 3 series.
 - 3-4 boats **in a Division** = 1 trophy; 5-6 boats = 2 trophies; 7-9 boats = 3 trophies; 10 or more boats = 4 trophies.
31. Competitors should keep clear of the starting area until their sequence begins. RRS 24.1 prohibits a boat not racing from interfering with a boat that is racing if reasonably possible. A boat is racing after her preparatory signal until she finishes.
32. The anticipated schedule and Co-Captains will be posted on the notice board located at the club and online. This schedule is subject to change.
33. Competitors participate in the regatta entirely at their own risk. See RRS 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 or during or after the regatta.

ADDENDUM A – Racing Area

