

PISCATAQUA SAILING ASSOCIATION
Evening Sailing Instructions
2014 PHRF TUESDAY EVENING SERIES

Rules: Racing will be governed by The Racing Rules of Sailing 2013-2016 (RRS), the prescriptions of US SAILING, this Notice of Race and Sailing Instructions, and the rules of applicable Class Associations (except as altered by this Notice of Race and Sailing Instructions).

Entries: PSA PHRF Tuesday Evening Series is open to current members of the Piscataqua Sailing Association (PSA). A current member is defined as one who has registered a yacht with the PHRF fleet and whose yacht has been assigned a PHRF fleet with all applicable PSA fees paid. A PHRF yacht will not be scored until fees are paid. A yacht may compete only in the PHRF Racing or Cruising fleet assigned and race only on Tuesday. Current PHRF Certificates are required for those yachts racing in PHRF fleets and need to be on file with PSA for the yacht to be scored. J24 boats are not allowed to race in this series.

Insurance: All PHRF racing or cruising yachts must be properly insured.

Changes to this Notice of Race and Sailing Instructions: Any change to this Notice of Race and Sailing Instructions will be made either by email to the Skipper of each registered yacht by Friday the week prior, or through hails made on VHF Channel 68 prior to the first Warning Sound the day of the race.

Fleet, Class & Class Flags: A "class flag" per RRS 26 shall recognize each division or class start.

Colored flags and class association flags shall recognize each division or class start and shall be displayed while racing.

Racing Fleet; Yachts racing in Racing Class (spinnakers permissible). Class flag is "F" (Red Diamond on White). Racing yachts will be scored on their New England PHRF Racing Rating.

Cruising Fleet; All yachts racing in both Cruising Class' (spinnaker permissible up to 5 races only*). Cruising yachts will be scored on their New England PHRF Cruising Rating.

*Both cruising fleets will be allowed to fly their spinnakers up to **5** races. The intent of this change is to allow cruisers to build experience in racing with spinnakers, and give them an opportunity to move up to the racing fleet in the future. Assigned PHRF racing rating will be used for up to five (5) races where spinnakers are flown or attempted to be flown. Cruisers must verbally hail PSA Race Committee (directly or via Channel 68) of their intent to fly a spinnaker prior to the starting sequence of each race. This will allow the skipper and crew to properly prepare for flying the spinnaker and will allow the Race Committee the time to note their intent.

Class flag is "D" (Blue Line on Yellow) Yachts in this class will be scored on PHRF Cruising Ratings, with the exception of the 5 races that each yacht has the opportunity to fly a spinnaker, where they will be scored on their racing rating.

The decision as to what class a yacht shall race under rests solely with the Fleet captains and Race Chair of PSA.

Check in Before Start. Yachts are required to check in by sailing past Race Committee prior to their warning signal. Boats that withdraw from a race or decide not to start after coming into the racing

area, must so advise Race Committee as soon as reasonably possible. Sail numbers shall determine a yacht's identification.

Once the Race Committee Boat is on station at the starting line, a yacht is required to check by leaving the stern of the Race Committee Boat to starboard.

Sail numbers are required and shall determine a yacht's identification. The sail numbers must match on all sails.

The Start.

The first start will be for the Racing Fleet. Second start will be Cruising Fleet. Segmentation of fleets (over/under a specific length or PHRF rating) will be determined by the Fleet Captain and PSA Race Chair prior to the first race of the season. Classes may be started together at RC discretion when class size warrants. The RC may also decide to execute a rolling starting sequence encompassing up to 3 starts. A rolling start is when the start signal of the previous fleet also starts the 5 minute sequence of the next start.

Note: Racing and Cruising courses will usually be different (Racing course will usually be windward/leeward with a longer windward leg (see course 5), while Cruising will be comprised of a shorter windward leg with a triangle course. (see course 4).

PSA Race Chair and Fleet Captains have also requested that the PSA Race Committee set the leeward mark above the finish line (as depicted in Course 4 and 5 diagrams below) to minimize the impact of tides and wind changes later in the evening. In addition, a longer starting line has been requested as well as more races, once around, as PSA Race Committee can accommodate depending on conditions.

Practice race: Tuesday May 20, 2014 (date subject to change); First signal/first race will be 18:00.

First race: Tuesday May 27, 2014; (date subject to change) First signal/first race will be 18:00.

Starting Tuesday September 2, 2014; First signal/first race will be 17:30.

Last Race: September 9, 2014. First signal/first race will be 17:30.

Races will be started using **RRS 26**. Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<u>Signal</u>	<u>Flag and sound</u>	<u>Minutes before starting signal</u>
Warning	Class flag; 1 sound	5*
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

The starting line will be between the orange post on the Race Committee Boat on the starboard end of the line and the nearest mark on the port end of the line.

Yachts whose preparatory signal has not been made shall remain well clear of the starting area and of all yachts whose preparatory signal has been made.

The Race Committee may deploy a small orange inflatable buoy at a distance of eight to ten feet from the transom of the committee boat, the purpose of which will be to keep starting yachts well clear of the Committee Boat. Such a buoy and its painter, if deployed, will be deemed to be an extension of the Race Committee Boat.

A yacht starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes RRS 4.1.

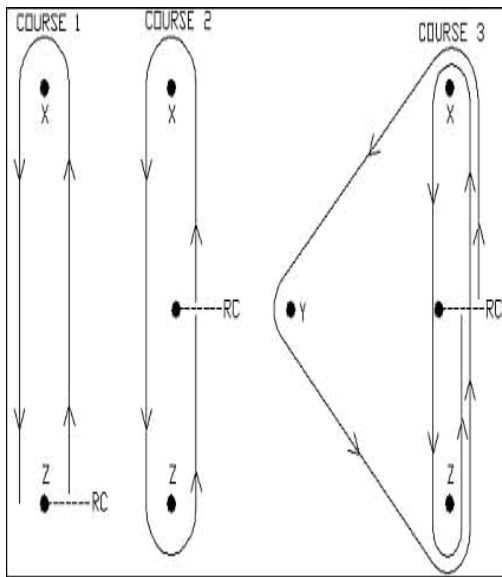
Courses utilizing inflatable marks are shown in Illustration A. Each course is assigned an identifying numeral and all roundings are to be left to port as shown in each diagram.

The Course.

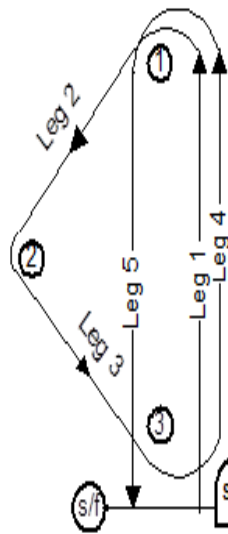
Courses using inflatable marks and government aids to navigation may be used. These courses will be displayed on the Race Committee signal boat with letters identifying marks to be passed in the order of their passing. Either a red or green signal will be displayed after the letters indicating a port or starboard rounding.

The Start/Finish Lines are opened and can be sailed through, example: sailing from the windward or reaching mark to the leeward mark, a boat can sail through start/finish line and does not have to go outside around the RC boat or the Pin. Note – On a downwind finish leg, the leeward mark if ignored. Courses shall be sailed once around if there is no numeral following the course designation. Courses to be sailed once, twice, or even three times around, will be signaled as such with the appropriate numeral following the course designation. Government aids to navigation shall be identified as follows:

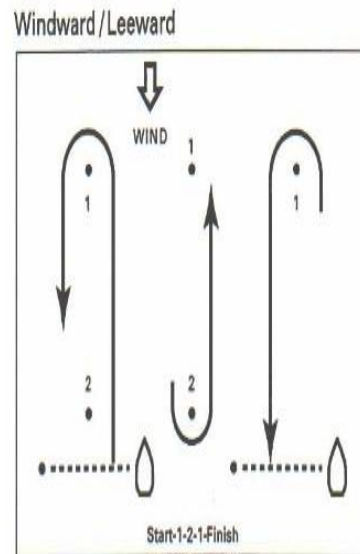
- “K” R "2KR" FI R 2.5s WHIS Kitts Rocks
- “L” G C "1" Little Harbor
- “G” G "1" FI G 4s Gunboat Shoal
- “F” C "1A" Foss Ledges
- “R” RW "RH" Mo(A) WHIS Rye Harbor
- “W” R "2" F1 R 4s (North/North West of Whaleback Light)
- “X” Windward Inflatable
- “Z” Leeward Inflatable
- “Y” Wing (Reach) Mark Inflatable



Course 4



Course 5



Recalls

Individual and General Recalls will be handled in accordance with RRS 29.2 and RRS 29.3. Race Committee will try to hail Individual premature starters. The following shall not be grounds for redress: (a) failure of a boat to receive the recall broadcast (b) failure of the Race Committee to broadcast recall numbers (c) a boat's position in the sequence of broadcast numbers

Change of Course after the Start. A change of course after the start will be signaled on VHF channel 68 -this changes RRS 32, 33, 34 - before the leading yacht has begun the leg, although the new mark may not be in position. Any mark to be rounded may be relocated to maintain the original course configuration, after all the yachts on that leg have completed it.

Abandonment or Shorten Course. Race Committee may abandon the race or shorten course for any reason.

Racing during PSA Social Nights. During race nights where there is a PSA Social Event planned (once a month at PYC), PSA Race Committee will shorten the length of time racing to allow for more participation at the social event.

The Finish. The finish line will be between the orange post on the Race Committee signal boat and the nearby mark.

Time Limit. If any yacht in her class has finished within two hours of her starting time and before 20:30 hours, the race will be counted for that entire class. Yachts failing to finish within 30 minutes after the first yacht in their class or within the time limit, whichever is later, will be scored Did Not Finish.

Protests. Protests will be in accordance with RRS 61 except as follows:

All infractions on the race course will be negated by a single 360 degree turn by the yacht being protested.

Yachts intending to protest will, after finishing or retiring, notify Race Committee at the finishing line of the sail number of the protested yacht. A boat that has retired may notify Race Committee ashore if unable to do so on the water. Protest filing shall be as follows: Protests must be in writing and sent in

the mail to: PSA Protest Committee

PO Box 4427 Portsmouth, NH 03802 Or, preferably, emailed to with copy attached as PDF or TIFF file to Race.chair@SailPSA.org. All protests shall be Postmarked or Emailed on the day of, or the day immediately following the protest incident. All protests that do not meet the requirements of 13.2.1 and 13.2.2 will not be accepted by the Protest Committee. Upon receipt of a valid protest, the Protest Committee will contact the interested parties to schedule a protest hearing. Typically the hearing will be held the following week after racing is finished.

Scoring. The Low Point Scoring System, RRS A2 & A4 will apply, except as modified herein. PHRF yachts will be scored using Time on Time, TOT, as prescribed in the New England PHRF guidelines. A race will only be started and scored for a class or division in which two (2) or more boats start.

Standings for each fleet/class will be calculated based on results from 60% + 1 of the total races sailed to date. If more than 2 races are held on a single day, only the first two will be counted. Boats that do not qualify will be removed from the overall standing so as to have no effect on seasonal results.

Ties. Per the Racing Rules of Sailing 2013-2016 (RRS), section A8 SERIES TIES

A8.1 If there is a series-score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.

A8.2 If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

Awards

Trophies will be presented at the end of the season as follows:

- Class of 3 boats completing 60% of the races – 1st Place Award
- Class of 4 boats completing 60% of the races – 1st and 2nd Place Awards
- Class of 5 boats and above completing 60% of the races – 1st, 2nd and 3rd Place Awards

Radio Communication and Emergency Conditions. The Race Committee will utilize Ch 68 VHF for communications with competing yachts for race information, change of course, etc. Failure to do so shall not be grounds for redress. Yachts shall monitor VHF Channel 68.

Safety. All commercial traffic in the channel should be considered "Restricted in Ability to Maneuver," as defined in Rule 18 of The International Regulations for Avoiding Collisions at Sea (COLREGS), and as such, have the right-of-way in all circumstances. **Results.** Results are to be posted on the PSA web site as soon as possible.