



SAILING INSTRUCTIONS

84TH MONHEGAN ISLAND RACE

62ND ANNUAL MANANA TROPHY RACE

33RD ANNUAL SEQUIN ISLAND TROPHY RACE

1. Rules

This regatta will be governed by the Racing Rules of Sailing as adopted by US SAILING, the prescriptions of US SAILING, the Notice of Race, and these Sailing Instructions.

2. Entries

- 2.1. The Monhegan Island Race, the Manana Trophy Race, and the Sequin Island Race are open to any yacht holding a valid PHRF-NE or NEMA rating certificate. A copy of the yacht's rating certificate must accompany the entry or be presented at check-in.
- 2.2. All entrants in the Monhegan and Manana Races (Offshore Courses) must be equipped in accordance with the World Sailing Offshore Special Regulations Race Category 3 for 2018. The life raft requirement is hereby waived.
- 2.3. All entrants in the Sequin Island Race (Inshore Course) must be equipped in accordance with the World Sailing Offshore Special Regulations Race Category 4, 2018.

- 2.4. Any electronic navigational aids are permitted. Radios and telephones will be allowed for personal messages to shore and communications with the race committee, but not ship-to ship except in emergency situations. Radios and telephones are not to be used for the purpose of acquiring information that will afford a participant an advantage over competitors. EPIRBs are strongly recommended.

3. Notices to Competitors

- 3.1. Notices to competitors will be posted on the official notice board located on the south side of the Portland Yacht Club adjacent to the front porch.
- 3.2. Any changes to the Sailing Instructions will be posted before 0900 hours on the day they shall take effect.

4. Safety

- 4.1. A boat which retires from a race prior to finishing shall notify the Race Committee either before leaving the course area or immediately after arriving ashore.
- 4.2. In addition to the requirements of the Racing Rules of Sailing and any applicable class rules, all participating skippers are asked to review the U.S. Coast Guard's Safety Bulletin appended to these instructions.
- 4.3. Although the Race Committee may postpone, shorten, or abandon a race due to weather conditions, it is the sole responsibility of the owner/skipper of each yacht to determine whether to participate, continue, or withdraw from the race.

5. Signals Made From Shore

- 5.1. Signals made from shore will be displayed from the flag pole on the Portland Yacht Club pier.
- 5.2. If postponement is signaled ashore, the starting signal will commence no earlier than 90 minutes after the AP is lowered, accompanied by one sound signal.

6. Classes

The rating breaks shown in the following paragraphs are tentative. The official rating break and number of classes for each race is at the discretion of the Race Committee and will be announced at the Skippers Meeting. The Race Committee may also assign a yacht with a rating substantially different from those of other yachts in its desired class to a class more likely to assure competitive racing.

Monhegan Island Race Class A: Racing yachts with valid PHRF-NE certificates rating 51 or lower.

Monhegan Island Race Class B: Racing yachts with valid PHRF-NE certificates rating 52 to 93 inclusive.

Manana Trophy Race Class C: Racing yachts with valid PHRF-NE certificates rating 94 and greater.

Seguin Island Race: (Cruising Division): Yachts in this race shall not use spinnakers, mizzen staysails or any other form of free flying sails, but a pole may be used to pole out the jib, provided (1) it is attached to the mast and (2) it does not exceed the J measurement, i.e., the distance from the mast to the stemhead. Yachts shall have a maximum headsail overlap of 155%.

Seguin Island Short Handed Cruising Division: Short handed cruising division yachts will sail the Seguin Island Race course in their appropriate divisions. They will additionally compete for the Short Handed trophies.

Short Handed Racing Division: Short handed yachts that choose to use racing sails, including spinnakers, shall sail in their appropriate divisions and will additionally compete for the Frank Huntington Soule Trophy based on the highest CHIPS points.

Multihull Class: open to all ocean-going multihulls. Multihull vessels will sail the Monhegan course.

7. Course Marks

- 7.1. All turning marks of the course must be visually confirmed. Each skipper in the Monhegan Island Race, the Manana Trophy Race, or the Seguin Island Race must complete a Mark-Rounding Card, sign it, and assure that it is delivered to the Finish Committee at PYC within three hours of their finish. This card must contain accurate rounding times for all turning marks of the course. Failure to deliver the card may result in an entrant being scored DNF.
- 7.2. All yachts must communicate their rounding times at all course marks, as soon as possible after rounding, to the Finish Line Committee by **VHF radio Channel 78A**. If radio transmission is not acknowledged by the Race Committee a mobile phone text message should be sent to **(315) 762-2069**. Time will be taken using Hours, Minutes, and Seconds at the precise moment the mark is abeam. **Failure to report rounding times may result in a vessel being reported as overdue.**

8. Starting Sequence

- 8.1. The first gun will be at 1200 EDT Saturday, Aug 11th. Races will be started utilizing RRS 26, the starting sequence as described in the Racing Rules of Sailing 2017-2020 as adopted by US SAILING.
- 8.2. The start of the race will take place in the vicinity of Fort Williams Park and Portland Head Light. The starting line will be between an orange flag on the Race Committee Boat and an orange inflatable drop mark.
- 8.3. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded. There will be an approximately 5 minute interval between each class' starting sequence.

8.4. The class flags and the order of starting will be as follows:

Monhegan Class A.....Signal Flag “Alpha”

Monhegan Class B..... Signal Flag “Bravo”

Manana Class..... Signal Flag “Mike”

Seguin Class..... Signal Flag “Sierra”

Multihull Class..... Signal Flag “Delta”

8.5. All participants must check in with the Race Committee Boat prior to the first warning gun. Please approach the Race Committee Boat displaying or hailing your sail number and ensure that the Race Committee acknowledges your check- in verbally.

9. Recalls

Individual recalls will be signaled in accordance with Racing Rule 29.1. The Committee **may** attempt to hail the yacht on VHF Channel 78A. General Recalls will be signaled in accordance with Racing Rule 29.2, Code Flag First Substitute with two sound signals.

10. Finish

10.1. All yachts finishing must notify the Finish Line Race Committee by radio on **VHF Channel 78A** just prior to rounding the last tuning mark and, if there is limited visibility, again just prior to finishing. If yachts do not notify the Race Committee, their finishing time may not be recorded. The Race Committee will acknowledge the finish and finish time.

10.2. The Finish Line for all races will be between the orange flag of the race committee vehicle located on shore at Fort Williams Park, just south of Portland Head Light, and BRB “D” East of Portland Head Light.

10.3. If the Finish Line Race Committee is not on station for any reason, the finishing yacht shall take its own finish time as accurately as possible by passing between BRB “D” and the Portland Head Light and recording their time. Please notify the Race Committee on **VHF radio Channel 78A** as soon possible. If communication is not acknowledged by the Race Committee please send a text message to **(315)762-2069**. Please use GPS Time.

11. Time Limit

There is no time limit for the event, but after 1600 hours on Sunday August 12th, yachts may be required to take their own times per 10.3 of these sailing instructions.

2. The award ceremony is scheduled for 1600 on Sunday at PYC.

12. Alternative Penalties

Yachts are required to observe the current Racing Rules of Sailing. The one turn or two-turn penalty, RRS 44.2, shall be in effect for an infraction of the rules. Yachts that have taken a penalty shall report to the Race Committee at the finish of the race that they took the penalty.

13. Protests

- 13.1. In the event of a protest, protesting yachts shall fly a red protest flag as soon as is practicable after the incident. Protesting yachts shall notify the Race Committee on **VHF channel 78A**, at the time they finish, of their intention to file a protest.
- 13.2. Protests shall be written on forms available from the Communications Committee and lodged within three hours after the protesting yacht's finish. In an attempt to notify all parties to a protest, yachts are requested to notify the Race Committee concerning their intent to protest as soon after the incident as possible and again upon finishing. Under NO circumstances will any protests be allowed if the Race Committee is not notified immediately at the time the protesting yacht finishes the race.
- 13.3. The jury will hear protests in approximately the order of receipt. The first protest will be heard as soon as practical. Protest meeting times will be posted on the official message board at PYC.

14. Charts

NOAA Charts 13286, 13288 and 13302 show the entire course. NOAA Chart 13290 gives Casco Bay in detail.

15. Engines

Engines shall be operated only for charging batteries or providing other electrical power. Propeller shafts must be secured against rotation at all such times. However, per RRS 42.3 a yacht may use her engine to recover a person overboard or to render assistance to any vessel or person in peril. Full details must be delivered to the Race Committee as soon as possible after the yacht finishes the race. Such detail shall include positions, times, courses, speeds, etc., from the time that the course is altered and/or the engine is started until the yacht resumes racing.

16. Avoidance of Commercial Vessels

- 16.1. The Monhegan, Manana, and Seguin courses are subject to considerable traffic, and several commercial shipping lanes converge in the course area. Participants in these races are reminded that each owner/skipper is responsible for the safe and judicious operation of his/her yacht on the water at all times. The International Regulations for Preventing Collisions at Sea, (<http://www.jag.navy.mil/distrib/instructions/COLREG-1972.pdf>) are the primary regulation governing the operation of vessels on the water. All commercial vessels have the right of way over yachts. The owner/skipper of each entry must be familiar with these regulations.

- 16.2. It is imperative that each yacht take whatever measures are available to it, including but not limited to use of auxiliaries as discussed above, to avoid the impedance of larger commercial vessels, such as cargo vessels, tugs with tows, ferries and naval vessels. At any time a yacht is sailing near or in the shipping lanes as shown on NOAA Charts Nos. 13290, 13302, 13286 and 13288, that yacht must monitor VHF Channel 16 and must communicate with any nearby commercial vessels. Failure to avoid impeding commercial traffic or failure to respond to VHF Channel 16 will be grounds for unconditional disqualification by the Race Committee, at its sole discretion. The burden of proof shall be on yachts that they made best efforts to avoid collisions with commercial vessels and promptly responded to hails from commercial vessels on VHF Channel 16.
- 16.3. If a boat without way infringes RRS 42.1 by using an engine to avoid a collision with a commercial vessel, it **MAY** continue racing and request redress. RRS 62.1 is modified to allow the consideration of this request. Full details must be delivered to the Race Committee within two hours after the yacht finishes the race. Such detail shall include positions, times, courses and speeds from the time that the course is altered and/or the engine is started until the yacht resumes racing.

17. Withdrawals

Yachts withdrawing from a race **MUST** notify the Race Committee as soon as possible by radio on **VHF Channel 78A** or by mobile phone text message to (315)762-2069. Failure to notify the Race Committee, and to receive confirmation from the Race Committee that notification was received, **WILL** result in that vessel being reported as overdue.

18. Limitation of Liability

See rule 4, Decision to Race. By participating in this event, yachts (including each skipper, crew member and yacht owner) acknowledge and agrees that the Portland Yacht Club, GMORA, Northeast Sailing Association, New England Yacht Racing Council, and US Sailing, their officers, directors, members, employees, and volunteers (collectively, the "Sponsors") shall not be liable in any way for any property damage or personal injury resulting from, connected with, or occurring during this series (each, a "Claim"), and covenants not to sue any Sponsor for any Claim. Each skipper hereby agrees to indemnify and hold the Sponsors harmless from any Claims brought by any crew member of the skipper's yacht against any Sponsor.

19. Insurance

Each participating boat shall be insured with valid third-party liability insurance.

20. Mark Rounding Card

Skippers must complete and sign their mark rounding card and return it to the Manager's office at PYC no later than 3 hours after finishing. Yachts that fail to promptly return their mark rounding card will not be scored officially.

21. Communication

The Race Committee will monitor VHF Channel 78A

22. Courses

Monhegan Course: 104 +/- NM

FIRST MARK- leave to starboard – G “1” FL G 2.5S GONG, east of Witch Rock (43:37.093 N x 70:09.764 W)

SECOND MARK-leave to starboard- Portland RW “P” Mo (A) WHIS (43:31.593 N x 70:05.479 W)

THIRD MARK - leave to port - C “1HR” south of Hussey Rock (43:25.472 N x 70:20.346 W)

4TH MARK - leave to port - Y “E” FI Y 4s Priv University of Maine Weather Buoy “E01” (43:42.940 N x 69:21.320 W)

FIFTH MARK – leave to starboard – G “1” FL G 2.5S GONG, east of Witch Rock (43:37.093 N x 70:09.764 W)

FINISH MARK – BR ”D” FI W 5s east of Portland Head Light (43:37.213 N x 70:11.919 W)

Manana Course: 79 +/- NM

FIRST MARK - leave to starboard -G”1” FL G 2.5S GONG, east of Witch Rock (43:37.093N x 70:09.764W)

SECOND MARK - leave to port - Portland RW “P” Mo (A) WHIS (43:31.593 N x 70:05.479 W)

THIRD MARK - leave to port - Y “E” FI Y 4s Priv University of Maine Weather Buoy “E01” (43:42.940 N x 69:21.320 W)

F’RTH MARK – leave to starboard – G “1” FL G 2.5S GONG, east of Witch Rock (43:37.093 N x 70:09.764 W)

FINISH MARK – BR ”D” FI W 5s east of Portland Head Light (43:37.213 N x 70:11.919 W)

Seguin Island Course: 45 +/- NM

FIRST MARK - leave to starboard -G”1” FL G 2.5S GONG, east of Witch Rock (43:37.093N x 70:09.764W)

SECOND MARK - leave to port - Portland RW “P” Mo (A) WHIS (43:31.593 N x 70:05.479 W)

THIRD MARK - leave to port –Mile Ledge R”20ML” Q R BELL located approx. 0.7 NM South of Seguin Island (43:41.405 N x 69:45.297 W)

FOURTH MARK – leave to starboard – G “1” FL G 2.5S GONG, east of Witch Rock (43:37.093 N x 70:09.764 W)

FINISH MARK – BR ”D” FI W 5s east of Portland Head Light (43:37.213 N x 70:11.919 W)

Note: The waters in proximity to these marks may represent a navigation hazard and care should be taken.