



**Fall Series and Lightship Trophy Races  
September 19 – October 10, 2020  
Portland Yacht Club  
40 Old Powerhouse Road  
Falmouth, Maine**



## **NOTICE OF RACE**

### **1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions that will be on the official notice board located at the southwest corner of the PYC clubhouse.
- 1.3 The PYC will be continuously updating its list of guidelines for operation of the clubhouse and waterfront corresponding to recommendations provided by the State of Maine. Sailors are advised to refer to these guidelines available on the PYC website to remain current on these policies.

### **2 ELIGIBILITY AND ENTRY**

- 2.1 The regatta is open to all boats with a valid 2020 PHRF-NE rating certificate which may be obtained by joining the Gulf of Maine Ocean Racing Association at [gmora.org](http://gmora.org) or their local PHRF-NE Fleet.
- 2.2 It is anticipated there will be classes for racing (spinnaker), cruising (no spinnaker), and One-design fleets with 5 or more participating boats.
- 2.3 Eligible boats may enter by completing registration together with the required fees online at [Regattaman.com](http://Regattaman.com) before 2400 Friday prior to the race(s) desired to compete.
- 2.4 Boats entered and racing in the Lightship Race shall comply with the Safety Equipment Requirements listed in Attachment A. **For boats without lifelines not able to comply with 2.4.1 then add 3.1.4 and 3.2.1.**
- 2.5 Boats holding a PHRF-NE (u) rating, unofficial rating for non-conforming vessels, will not be allowed to compete in the Lightship Race.
- 2.6 Each boat in a One-design Class shall comply with the requirements of her class with the exception of class rules prohibiting the use of electronic navigation and safety equipment which shall be eliminated for these races.
- 2.7 All boats shall comply with Federal and State safety requirements.

### **3 Classes and Divisions**

There will be a racing (spinnaker) division and a cruising division. Class breaks will be at the discretion of the Event Organizer and will be announced at the skippers meeting. A separate start will be offered to one-design fleet with 5 or more participating boats.

## 4 FEES

Boats may register for the entire series or for individual races. Registration takes place online at [Regattaman.com](http://Regattaman.com). No onsite registration will be accepted.

Required fees are as follows:

Full Series: \$ 65.00

Per Race: \$ 20.00

## 5 SCHEDULE

Friday, September 18, Lightship Race Skippers Meeting

1800 Zoom Skippers Meeting and check in. Skippers will receive an email with invitation to Zoom call. We will be using the address included on Regattaman registration.

Saturday, September 19, Lightship Race

1000 First Warning Signal

1700-1900 Lightship Race Awards

Saturday, September 26, Fall Series Races

1000 Zoom Skippers Meeting and check in

1300 First Warning Signal

Saturday, October 3, Fall Series Races

1300 First Warning Signal

Saturday, October 10, Fall Series Races

1300 First Warning Signal

1700-1900 Fall Series Awards

If conditions are not favorable for the Lightship Race on September 19, the race may be moved to one of the three remaining race dates at the discretion of the Race Committee. This decision will be made no later than 1200 on September 19. If the Lightship Race is postponed to a later date, the Race Committee shall run an inshore race on September 19.

There shall be one race scheduled each day for each division. Additional races may be run at the discretion of the Race Committee.

## 6 SAILING INSTRUCTIONS

The sailing instructions will be available online at [Regattaman.com](http://Regattaman.com) by September 10, 2020.

## 7 THE COURSES

7.1 The courses to be sailed will use government marks or drop marks as described on the 2020 CYC-PYC Mark List.

7.2 The starting line will be in the waters between Clapboard Island and Long Island for all classes unless otherwise noted in the Sailing Instructions.

## **8 SCORING**

- 8.1 The scoring system is as follows: RRS Appendix A.
- 8.2 2 races are required to be completed to constitute a series.
- 8.3 When 4 or more races have been completed, a boats series score will be the total of her race scores excluding her worst score.

## **9 RADIO COMMUNICATION**

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## **10 PRIZES**

Prizes will be given to at least the first and second-place boats in each class.  
The Lightship Race prizes will be awarded as soon as possible after that days racing.  
The Fall Series prizes will be awarded as soon as possible after the race(s) October 10.  
The Moore Trophy is awarded to the winner of the Lightship Race.  
The Lippo Trophy is awarded to the PYC member boat scoring the Fall Series best overall placing.

## **11 DISCLAIMER OF LIABILITY**

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, during, or after the regatta.

## **12 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent. A copy of this insurance will be emailed to the PYC Race Officer upon registration.

## **13 FURTHER INFORMATION**

Due to the uncertainty caused by the Covid-19 pandemic, dates and social activities may change. For further information please contact Doug Coyle, PYC Race Officer.  
Email: [82ericson33@gmail.com](mailto:82ericson33@gmail.com)  
PYC Phone: 207-781-9820

## Attachment A

### Safety Equipment Requirements 2020 Lightship Race

Section Name			#
Definition	1.0.3	Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.	
Overall	1.1	The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.	
Overall: Responsibility	1.2	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.	
Overall: Responsibility	1.2.1	Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.	
Overall: Inspections	1.3	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected or she will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.	
Overall: Equipment and Knowledge	1.4	All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.	
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	
Overall: Strength of Build	1.6	A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. A boat shall be properly rigged and ballasted, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.	
Overall: Watertight Integrity	1.7	A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.	

Hull and Structure: Hull Openings	2.1.1	A boat's companionway(s) shall be capable of being blocked off to main deck level (sheerline). The method of blocking should be solid, watertight, and rigidly secured, if not permanent.
Hull and Structure: Cockpit	2.1.3	A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.
Hull and Structure: Cockpit	2.1.4	A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm <sup>2</sup> ) of effective drain per eight square feet (0.743m <sup>2</sup> ) of cockpit sole will meet this requirement.
Hull and Structure: Stability	2.2.3	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.
Hull and Structure: Lifelines	2.4.1	A boat's deck including the headstay shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.8.
Hull and Structure: Lifelines	2.4.8	Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.
Hull and Structure: Lifelines	2.4.9	Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.
Hull and Structure: Dewatering pumps	2.5.1	A boat shall have a permanently installed manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.
Hull and Structure: Dewatering pumps	2.5.3	A boat shall have a manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity.
Hull and Structure: Mast and Rigging	2.6	A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.
Hull and Structure: Mechanical Propulsion	2.7.2	A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.
Hull and Structure: Mechanical Propulsion	2.7.3	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.

Safety Equipment: Personal	3.1.3	Each crewmember shall have a life jacket intended for small boat sailing or other active boating. Each such life jacket shall be USCG, ISO, or applicable government approved or shall meet the ocean requirement of 3.1.1.
Safety Equipment: Personal	3.1.4	Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.
Safety Equipment: Deck Safety	3.2.1	A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
Safety Equipment: Visual Distress Signals	3.6.6	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.
Safety Equipment: Man Overboard	3.7.3	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
Safety Equipment: Man Overboard	3.7.4	A boat shall carry a Coast Guard or applicable government approved "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.
Safety Equipment: Emergency Communications	3.8.3	A boat shall have a VHF radio which may be fixed or handheld.
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.
Safety Equipment: Emergency Communications	3.15	A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.
Safety Equipment: Damage Control	3.22	A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.
Gear: Anchoring	3.23	A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.
Gear: Medical Kits	3.25	A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.
Gear: Radar Reflectors	3.26	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.

	3.27.2	A boat shall carry one sturdy bucket of at least two gallons (8 liters) capacity with lanyards attached.
Gear: Cockpit Knife	3.32	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.
Rigging: Halyards	3.35	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.
Skills: Crew Training	4.6	Lifejackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lifejackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.