

**Centerboard Racing 2022**  
**ALL EVENTS**

Centerboard Yacht Club  
271 Front St  
South Portland, ME 04106

**NOTICE OF RACE (NOR)**

**1. RULES**

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing 2021-2024 as amended here and as may be amended by the sailing instructions.
- 1.2. Amendments by US Sailing:
  - 1.2.1. Add new rule D1.1(a): (a) In the definition of Finish, delete the words ‘after starting’.
  - 1.2.2. Renumber current rules D1.1(a) – D1.1(h) as D1.1(b) – D1.1(i).
  - 1.2.3. Rule 76.3 Change ‘Council’ to ‘Congress’.
  - 1.2.4. Rule 89.1 Change first word, ‘Races’, to ‘An event’.
- 1.3. Add new rule 63.6(e): (e) Notwithstanding provision (d), the committee shall give substantial weight to evidence, including testimony and hearsay evidence, in connection with a vessel not under command, constrained by draft, restricted in her ability to maneuver or engaged in fishing when it is asserted that a vessel engaged in racing in this event failed to keep well clear of a vessel not under command, constrained by draft, restricted in her ability to maneuver. For the purposes of this rule, such vessels may include but are not limited to heavy shipping vessels; *sailing vessels engaged in the passenger or excursion trade*; fishing boats; ferry boats; tankers and cargo vessels; and more. A boat involved in such circumstances may be subject to protest by the Race Committee (RC) or a contestant and face possible disqualification. Any protest-related time limit may be extended in such circumstances. A DSQ for a safety violation shall be considered as a disqualification not excludable (DNE).
- 1.4. World Sailing Offshore Special Regulations, current Special Regulations for Inshore Racing, shall additionally apply as codified and amended in Addendum B. See Addendum B of this document.
- 1.5. Boats sailing in a One Design class shall comply with the requirements of the Class Rules.
- 1.6. The current PHRF regulations as administered by PHRF New England (PHRF-NE) [www.phrfne.org](http://www.phrfne.org)
- 1.7. All boats shall comply with all applicable Federal and State safety requirements.
- 1.8. If there is a conflict between languages the English text takes precedence.

**2. SAILING INSTRUCTIONS**

- 2.1. The sailing instructions will be available prior to 1800 the day before the event starts, at <[www.regattman.com](http://www.regattman.com)>

- 2.2. Changes to the Sailing Instructions will be posted no later than 2 hours prior to scheduled start time of the first race of the event.
- 2.3. Changes may be made to the Sailing Instructions on the water by the Race Committee per RRS 90.2(c), flag L shall be displayed with class flag, if appropriate. The change will be announced on VHF CH 67. This changes RRS Race Signals.

### 3. COMMUNICATION

- 3.1. The online official notice board is located at <www.regattaman.com>.
- 3.2. On the water, the race committee may make courtesy broadcasts to competitors on VHF radio channel 67.
- 3.3. While racing from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make race-related voice or data transmissions and shall not receive voice or data communication that is not available to all boats except as may be provided in the Sailing Instructions.

### 4. ELIGIBILITY, ENTRY & FEES

- 4.1. The race is open to all sailing yachts with current valid PHRF New England certificates. PHRF Certificate applications are at <<https://secure.headwaytechnology.com/www.phrfne.org/page/certificates>>.
- 4.2. There will be multiple PHRF Racing Divisions. Division breaks will be at the discretion of the Organizing Authority and will be announced at the skippers meeting and posted on the Official Notice Board next to the bathroom at CYC.
- 4.3. There will be Racing divisions and White Sails divisions. No spinnakers, gennakers, Code-Zeros, mizzen-staysails, or equivalent are permitted in the White Sails Division.
- 4.4. A separate start may be offered to one-design fleets with 4 or more participating boats.
- 4.5. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.6. All boats owners must complete an Entry Form which can be found online at regattaman.com. <<https://www.regattaman.com>.>
- 4.7. Entries must be submitted on-line at www.regattaman.com no later than 24 hours prior to the scheduled first start of the event. (Deadline for post-race parties or dinners maybe sooner. Information will be available in a timely fashion via Amendment(s) to the NOR.)
- 4.8. Late entries will be accepted only at the sole discretion of the race committee.
- 4.9. The entry fee is \$75 for all boats for the summer series; \$40 for weekend regattas and \$25 for the fall series. J22's can be rented from SailMaine, please contact them at www.SailMaine.org for details and registration.
- 4.10. The late entry fee will be \$25 more than the standard fee.
- 4.11. Boats wishing to participate in the weekly summer series post race dinner will host one week during the series. **Dinners will start June 8, depending on pandemic conditions, at the discretion of the race committee.** At the skippers meeting a sign up of which boat will cook each week and how many crew they expect will be made. Boats with 3 or fewer crew may pair with another boat. Dinners rely on the participation of racers to host.
- 4.12. CYC has few moorings available for visiting yachts. Yachts needing a mooring should contact CYC launch operators who will attempt to locate a vacant

mooring. Centerboard launch operators monitor VHF channel 68 and respond to "Centerboard launch" or to 3 blasts on the horn. Do not tie up at a mooring unless instructed to by the launch operator. Dock space is also available. Draft is limited to 5 ½ ft at the outer float at low tide. There is no fee for using a mooring or using dock space in direct connection with this event either immediately prior to or following the event.

## 5. CREW LIMITATIONS

- 5.1. Crew limitations apply only on weekend races.
- 5.2. The maximum weight of the crew (including skippers) allowed aboard each boat is listed in the following table. It is based upon an average weight of 180 lbs. multiplied by the number of crew. The total weight cannot be exceeded without penalty; the crew number is a guideline. These limits do not apply to One-Design classes which will be governed by class rules.

| UP TO<br>LOA | # OF<br>CREW | TOTAL<br>CREW<br>WEIGHT | UP TO<br>LOA | # OF<br>CREW | TOTAL<br>CREW<br>WEIGHT |
|--------------|--------------|-------------------------|--------------|--------------|-------------------------|
| 25           | 5            | 900                     | 43           | 12           | 2,160                   |
| 27           | 6            | 1,080                   | 45           | 13           | 2,340                   |
| 30           | 7            | 1,260                   | 50           | 14           | 2,520                   |
| 33           | 8            | 1,440                   | 55           | 15           | 2,700                   |
| 35           | 9            | 1,620                   | 60           | 16           | 2,880                   |
| 38           | 10           | 1,800                   | 65           | 17           | 3,060                   |
| 40           | 11           | 1,980                   | >65          | 18           | 3,240                   |

## 6. ADVERTISING & MEDIA

- 6.1. Competitors give absolute right and permission for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever; for either editorial or advertising purposes, or to be used in press information.

## 7. SCHEDULE

- 1.1. **Skippers Meeting will be held 1800 the day before the event by zoom. The summer series will be held by zoom Wednesday, May 11th. No skipper's meeting is planned for the fall series.**
- 7.1. In person activities are subject to COVID-19 protocols as may be adopted by the civil authorities, Centerboard Yacht Club or the race committee.
- 7.2. The summer race series dates will be held at 1800:
  - 7.2.1. Wednesday, May 18, PRACTICE only
  - 7.2.2. Wednesday, May 26th
  - 7.2.3. Wednesday, June 1
  - 7.2.4. Wednesday, June 8
  - 7.2.5. Wednesday, June 15
  - 7.2.6. Wednesday, June 22
  - 7.2.7. Wednesday, June 29, combined with PYC, hosted by CYC
  - 7.2.8. Thursday, July 7, combined with PYC, hosted by PYC

- 7.2.9. Wednesday, July 15
- 7.2.10. Wednesday, July 22
- 7.2.11. Wednesday, July 29
- 7.2.12. Wednesday, August 3
- 7.2.13. Wednesday, August 10
- 7.2.14. Wednesday, August 17
- 7.2.15. Wednesday, August 24
- 7.2.16. Wednesday, August 31

**7.3. The Centerboard Regatta will be held June 11, 2022.**

- 7.4. The Quahog Quest will be held July 9 and 10, 2022.
- 7.5. The Bluewater Regatta will be held August 20, 2022.
- 7.6. The CYC fall series will be at 1745 hours:
  - 7.6.1. Wednesday, September 7
  - 7.6.2. Wednesday, September 14
  - 7.6.3. Wednesday, September 21
  - 7.6.4. Wednesday, September 28
  - 7.6.5. Wednesday, October 5
- 7.7. Awards will be held October 14 at Centerboard Yacht Club.

**8. EQUIPMENT INSPECTION & MEASUREMENTS**

- 8.1. A boat will be assigned the rating of its current valid PHRF-NE handicap certificate.
- 8.2. A boat unable to produce a current valid PHRF-NE handicap certificate will be assigned the base rating or lower as determined by the Race Committee in its sole discretion. Decisions regarding handicapping if PHRF-NE certificates are not present shall be final and not subject to redress.
- 8.3. As required by the Bylaws of PHRF-New England, all mainsails, spinnakers and headsails with an overlap of 130% or more shall visibly display the same sail number. Boats with multiple sail numbers must report all numbers to the race committee. Boats with illegible or improper numbers on their sails may be scored DNC.
- 8.4. The race committee may inspect boats at any time and on a random basis to verify compliance with the Notice of Race, the Sailing Instructions, the World Sailing Regulations, and any applicable class rules.

**9. VENUE**

- 9.1. The races shall be held in Portland Harbor and the surrounding waters. Not for navigation charts showing the location of marks and a mark list are available on regattaman.com.

**10. COURSES**

- 10.1. Courses will be “around the buoy” courses determined by the Race Committee using marks and locations as specified in the Sailing Instructions.
- 10.2. The starting line will be in the vicinity of General Anchorage A or General Anchorage B as shown on NOAA Chart 13292 (Portland Harbor).
- 10.3. The starting line during events combined with and hosted by PYC may instead be further down bay in the vicinity, for example, of race marks B, N, D and E.

## **11. PENALTY SYSTEM**

- 11.1. The two-turns penalty as defined in RRS 44.1 will apply to infringements of RRS Part 2 When Boats Meet.
- 11.2. The one-turn penalty as defined in RRS 44.1 will apply to touching a mark.

## **12. SCORING**

- 12.1. No boat shall be scored if they are not registered and paid prior to the start of the race. Any boat with difficulty paying the entry fee must make arrangements with race committee prior to the race.
- 12.2. A boat's score shall include all races in the Summer series with 2 discards. Fall series will be 1 discard. No discard for weekend races.
- 12.3. Races will be scored using PHRF Time on Time. The Race Committee will determine the coefficient. The determination of the coefficient will not be ground for redress under any circumstances. The coefficient will be determined before all scoring is finalized. For more information on Time of Time scoring follow this link: <http://www.phrfne.org/page/handicapping/timeontime>.
- 12.4. The low point scoring system, RRS Appendix A shall be used.
- 12.5. Ties will be broken by total corrected time for the series.

## **13. RISK STATEMENT**

- 13.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. Boats enter and participate in the regatta at their own risk. The organizing authority is not liable and 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.

## **14. INSURANCE**

- 14.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$300,000 (USD) per event or the equivalent.

## **15. PRIZES**

- 15.1. Series prizes for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place will be awarded for all classes in each series.

## **16. FURTHER INFORMATION**

- 16.1. Racers who are not CYC members are asked please to car pool to CYC as we have limited parking at the club.
- 16.2. For more information

- 16.2.1. RC PRO – Matthew Minson at [matthew.minson85@gmail.com](mailto:matthew.minson85@gmail.com) or (207) 570-2516
- 16.2.2. Protest Committee – Chip Gavin at [chipgavin@gmail.com](mailto:chipgavin@gmail.com)

**End NOR**

4.11, 7.1.1, 7.1.4 Updated NOR Amendment A  
Rev. 05/11/2022

## **Addendum B**

### WORLD SAILING OFFSHORE SPECIAL REGULATIONS 2022-2023, amended

#### SPECIAL REGULATIONS for inshore racing

Special Regulations for inshore racing are intended for use in short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

#### **Part A Basic**

##### 1.02 Responsibility of Person in Charge

1.02.1 Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over the person in charge's responsibilities in the event of the person in charge's incapacitation.

##### 2.04.1 All equipment required by OSR shall:

- a) function properly
- b) be regularly checked, cleaned and serviced
- c) if it has an expiry date, it will not have exceeded its expiry date whilst racing
- d) when not in use be stowed in conditions in which deterioration is minimized
- e) be readily accessible
- f) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

#### **Part B Portable Equipment**

A boat shall have:

3.23 one strong bucket with a lanyard and of at least 9 litres (2.4 US Gal) capacity

3.24 one compass (a hand-held is acceptable)

4.05 one fire extinguisher required if electrical system, engine or stove on board

4.06 one anchor

4.22.7 A heaving line, no less than 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit

4.25 A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.

4.26 A VHF radio, portable or fixed mount.

4.27 A throwable life-saving device (i.e. horseshoe, cushion, jim buoy etc.)

**Each crewmember shall have:**

5.01.1 A personal flotation device which shall:

(a) be equipped with a whistle

(b) clearly marked with the boat's or wearer's name

(c) if inflatable, regularly checked for air retention Unless otherwise specified by a boat's applicable class rules or by sailing instructions, personal flotation devices shall have at least 150N buoyancy, arranged to securely suspend an unconscious man face upwards at approximately 45 degrees to the water surface.