

**PORTLAND  
YACHT CLUB**  
**RACE SERIES 2023**



PRESENTED BY  
**Wyman's**

**The Schooner Trophy Race**

July 1, 2023

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# SAILING INSTRUCTIONS (SIs)

## 1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. Under RRS 87, rule C.5.1(b)(3) of the Etchells class rules is changed to allow electronic navigation devices.

## 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 1200 on the day it goes into effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2. Changes to a sailing instruction may be made on the water by VHF radio.

## 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at the southwest corner of the PYC clubhouse and on Regattaman.
- 3.2. On the water, the race committee intends to monitor and communicate with the competitors on VHF radio channel **69**.
- 3.3. While racing, 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 isn't available to all boats.

## 4. CODE OF CONDUCT

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.

## 5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at the mast of the PYC.
- 5.2. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the race signal AP.

## 6. SCHEDULE OF RACES

- 6.1. This schedule replaces NOR #6.

1300	First Warning Signal		
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- 6.2. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least 1 minute before a warning signal is made

## 7. CLASS FLAGS

- 7.1. The Class flag will be Letter A on a white field.

## 8. RACING AREAS & COURSES

- 8.1. **SI Addendum A** shows the location of racing area and the course.
- 8.2. The starting area shall be in the vicinity of the Northeast point of Clapboard Island.
- 8.3. The course using the 2020 CYC-PYC Mark List Chart is as follows:  
Start – Mark U – Mark R – Mark M – Mark B – Mark K – Finish, all marks rounded to port. Distance 9.75 nm.

## 9. AREAS THAT ARE OBSTRUCTIONS

- 9.1. The following areas are designated as obstructions: Government Navigation Aids “N12”, “N14”, and R”18” near Clapboard Island must be passed on the safe side (the westerly side) at all times. These areas are highlighted on the 2020 CYC-PYC Mark List Chart.

## 10. THE START

- 10.1. The race will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 10.2. The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark.
- 10.3. If any part of a boat's hull, **excluding sprits or other extensions**, is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on the VHF channel (see 3.2). Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 10.4. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## 11. SHORTENING THE COURSE

- 11.1. The course may be shortened at any mark of the course.

## 12. THE FINISH

- 12.1. The finishing line will be between a staff displaying a blue flag on the signal boat at the starboard end and the course side of the port-end finishing mark.

## 13. PENALTY SYSTEM

- 13.1. The Scoring Penalty, RRS 44.3, will not apply.
- 13.2. The Two Turns Penalty, RRS 44.2 is in force and encouraged in this race.

## 14. TIME LIMITS AND TARGET TIMES

- 14.1. The Finishing Window is **60** minutes.
- 14.2. The Finishing Window is the time for the boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boats scores TLE shall be scored points for the finishing place two more than the points scored by the last boat that finishes within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

## 15. HEARING REQUESTS

- 15.1. For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 15.2. Hearing request forms are available at the PYC Bulletin Board located in the Great Room.
- 15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room (Trophy Room), beginning as posted.

## 16. SCORING and AWARDS

- 16.1. Scoring will be PHRF Time on Distance. Those wishing to be scored do not need to have a valid PHRF-NE certificate. As needed, PYC will assign an appropriate rating based on similar boats.
- 16.2. The perpetual Schooner Trophy will be awarded to the top finishing PYC member skipper.

## 17. SAFETY REGULATIONS

- 17.1. Boats shall check in prior to the warning signal by sailing past the stern of the Signal Boat, on starboard tack, and hailing the boat name, sail number, and number of persons onboard.
- 17.2. A boat that retires from the race shall notify the race committee at the first reasonable opportunity.

## 18. RISK STATEMENT

- 18.1. 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 or 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.**