

NYRA Invitational Regatta
April 4 and 5 2009
SAILING INSTRUCTIONS

Part I. General Instructions

MANAGEMENT AND RULES

The NYRA Invitational Regatta shall be conducted and managed by NYRA. It shall be governed by the 2009- 2012 Racing Rules of Sailing, the prescriptions of US Sailing, except as altered by these sailing instructions and for the San Juan 21 class, the SJ 21 Class Rules. All skippers should have a copy and be familiar with the US Sailing Racing Rules which govern the conduct of this event. If there is a conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions shall prevail.

ELIGIBILITY

Entries in PHRF classes shall be accepted from owners who possess a **CURRENTLY VALID PHRF RATING** from an acceptable NC State rating organization. Upon request of the Principal Race Officer (PRO), the owner or skipper shall provide a signed, dated copy of the yacht's rating certificate as proof of currency and validity. Entries shall also be accepted from owners of San Juan 21 boats conforming to SJ 21 class rules, and Sunfish conforming to the Sunfish Class Rules. Entrants must complete the entry form and pay the entry fee.

NOTICES TO COMPETITORS

All notices to competitors shall be posted on the official bulletin boards at Bridgeton Harbor Marina.

CHANGES TO SAILING INSTRUCTIONS

Changes to sailing instructions, if any, shall be posted on the official bulletin board.

SCHEDULE

Saturday, April 4. Skippers' meeting 9:00am at Bridgeton Harbor Marina. First Class signal 10:55 am. One or more races will be run but one completed race shall constitute a regatta.

Sunday, April 5. First Class signal 9:55 a.m.

ABANDONMENT

The Race Committee, in consultation with the PRO, may abandon or cancel a race in progress, or it may cancel a race not yet started, when existing conditions, in its judgment, make the race an unsatisfactory test of skill or constitute sufficient hazard to participants to warrant discontinuance. When such is the case, the Race Committee shall display **code flag N (blue and white checkered)** and make three sound signals.

However, a race shall not be abandoned solely because there is only one member of a class racing. This modifies Rule 27.2

RADIO

The race committee will monitor channel 72.

Part II. The Race

CLASSES

There shall be divisions for spinnaker boats, non-spinnaker boats, Cruising class boats, San Juan 21's, and Sunfish. There may be more than one class in each division if the number of boats is sufficient in which case the PRO will determine the class breaks based on boat size and handicap. Two (2) registered boats constitute a class.

Before the Warning Signal for the first starting group, all yachts must sail past the Race Committee boat and identify themselves to Race Committee personnel by hailing the yacht's name, sail number and class or division entered.

STARTING SIGNALS

Races will be started according to Rule 26. The warning signal for the first class will be at or after 10:55am. The "next" class flag will be displayed not less than one minute after the start of the preceding race class flags.

Spinnaker	“A” = Red, “B” = Blue
Non-Spinnaker	Green,
Cruising	Pink
San Juan	Numeral “8” pennant
Sunfish	Yellow

***Rule 30.1, the around the ends rule, is in effect at all starts **without the “I” flag** being displayed.

AFTER THE STARTING SEQUENCE HAS BEGUN, ALL YACHTS IN CLASSES WHO'S WARNING SIGNAL HAS NOT BEEN GIVEN SHALL REMAIN CLEAR OF THE STARTING AREA. YACHTS THAT FAIL TO KEEP CLEAR ARE SUBJECT TO DISQUALIFICATION.

THE COURSES.

PHRF Race courses will be located on the Neuse River. Intentions are to start and finish Saturday's PHRF race in the vicinity of government marker "34" just off Bridgeton Harbor Marina. Sunday's PHRF course will be in the vicinity of markers "17" and "19". The course will be displayed at or before the Class warning flag on the Starboard side of the Committee Boat. Marks in green are to be left to Starboard, those in red to port.

A displayed number indicates the corresponding government mark

Inflatable marks for the classes will be large (~ three foot) yellow or orange triangles or cylinders.

When numbers "19" or "2" are used an inflatable offset mark near the corresponding government mark should be rounded, not the Government mark

"18" indicates an inflatable set approximately midway between "17" and "19"

"R/C" indicates the race committee (Start / Finish line).

"W" indicates a separately set windward mark. If "W" is used the approximate compass course to the windward mark will be displayed below the W on the RC boat.

"M" indicates the mark at the flag end of the Start/Finish line

"N" and other Government Marks may be used

"L" indicates a separately set leeward mark downwind from the committee boat.

"G" indicates a gybe or wing mark set approximately on the extension of the start line to make a triangular course with the windward and leeward marks.

For the SJ 21 classes and Sunfish class the courses will be "between the bridges" off Bridgeton Harbor Marina, and will be either triangular or windward leeward. Course configurations are shown on the attached diagram. Marks will be orange tetrahedrons. Courses numbers will be displayed on the stern of the Signal boat at or before the class warning signal.

SCORING

Time on Time handicapping will be used to score each PHRF race. Each vessel's elapsed time will be multiplied by a correction factor to determine their corrected time. The correction factor will be $650/(550+\text{PHRF handicap})$. The boat with the lowest corrected time in each class will be the winner.

The low point scoring system on Appendix A will be used.

No races shall be excluded in the Regatta score. This changes A.2

AWARDS

Trophies will be awarded in each class based on the number of entrants. Awards will be presented after the last race on Sunday.

SAIL NUMBERS

The Race Committee reserves the right not to score any boat they cannot identify by their sail numbers.

Disclaimer of Liability *Competitors participate in the series entirely at their own risk. See Rule 4 Decision to Race. Each competitor is responsible for any and all liability claims which may result from their participation and should be adequately self insured or covered by third party insurance. 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 each day's racing.*