

***PWJrYC 9<sup>th</sup> Annual  
Twilight Keel Boat Regatta  
Friday, July 31, 2015***

**Port Washington Yacht Club  
One Yacht Club Way  
Port Washington, NY 11050  
516-767-1614 Fax 516-767-3531**

## **Notice of Race**

### **1. RULES**

- 1.1 The Regatta will be governed by the Racing Rules of Sailing 2013-2016,
  - 1.1.1 The prescriptions of US Sailing,
  - 1.1.2 The PHRF Minimum Safety Equipment Recommendations of the Y.R.A. of Long Island Sound: Category B,
  - 1.1.3 The current Rules for JSA Events, except as modified by the sailing instructions. Specific attention is directed to RRS Fundamental Rules 1.1 and 4, which state: "1.1 A boat or competitor shall give all possible help to any person or vessel in danger. & 4. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
  - 1.1.4 The Minimum Safety and Equipment Recommendations of the YRA of LIS Rule 4.0 will be changed as follows: see JSA Rules for PHRF Events, Section 9. All persons must wear a personal flotation device while on deck.

### **2. RACE MANAGEMENT**

- 2.1.1 The Organizing Authority is the Port Washington Yacht Club.
- 2.1.2 The Race Committee will use VHF Channel 74.
- 2.1.3 The coast guard can be reached on VHF Channel 16 and by phone at 203-468-4401.

### **3. RATINGS**

- 3.1.1 The current PHRF of YRA of LIS ratings will be used.

### **4. ELIGIBILITY**

- 4.1.1 Yacht Eligibility: the race is open to yachts owned by: a member of a YRA member club or a member of an association that is a member of JSA or a community sailing program that is a member of JSA.
- 4.1.2 Yachts shall be no less than 27 feet LOA and no more than 45 feet LOA. The OA reserves right to include vessels outside this size range.
- 4.1.3 Yachts shall have permanently installed and functioning: head, navigation lights, and VHF radio.
- 4.1.4 Sports boats may be allowed to Race in a Sport Boat Division if that Division is included in the regatta at the discretion of Organizing Authority. Sports Boats must submit their entry by registration date deadline to give OA a chance to determine if a Sport Boat Division will be included. The vessel shall be shown to comply with JSA Rule 9.7d by completing the attached "Sport Boat Rule" – Compliance form.

4.1.5 Notwithstanding 4.1.4 the committee reserves the right to identify or not to identify any boat that it feels is or is not a sport boat, regardless if it meets any of the above criteria.

4.1.6 Yachts will have a current YRALIS PHRF certificate, without this certificate you can not be scored.

4.1.7 The Organizing Authority shall have the right to reject any entry for any reason.

## **5. ADVISOR/CREW ELIGIBILITY**

5.1.1 Each Yacht shall have aboard at least two senior advisors (“Advisors”), one of whom shall be the Boat Owner or a designated Owner’s Representative, who shall be at least 25 years old, and be capable of taking command of the yacht in emergency conditions; and the other(s) of whom shall be at least 18 years old and experienced in overnight distance racing.

5.1.2 Instructors may serve as Advisors; however, an instructor may *never* serve as an Owner’s Representative.

5.1.3 All junior sailors (“Juniors”) and their instructor advisors shall be members of JSA and members of a member program.

5.1.4 Each Yacht shall be crewed by at least five Juniors who are at least 14 years old and at most 18 years old; ages are determined by the last day of the current calendar year.

5.1.5 Juniors shall constitute at least 60% of the total number of persons aboard.

5.1.6 For boats over 35 feet, it is recommended that there be at least three advisors.

5.1.7 Crew recommendations:

- a Boats under 35 feet: no more than 8 junior crewmembers
- b Boats 35 – 42 feet: no more than 10 junior crewmembers
- c Boats over 42 feet: no more than 12 junior crewmembers

## **6. OWNER, OWNER’S REPRESENTATIVE AND ADVISOR RESPONSIBILITY**

6.1 For the purposes of this section, the Boat Owner shall include the Owner’s Representative.

6.2 The Boat Owner is responsible for the safety of the yacht and its crew as well as the conduct of the crew before and during the race, and compliance with the Notice of Race and the Sailing Instructions.

6.3 The Boat Owner or designated Owners Representative, has the final say in matters pertaining to the safety of the crew and the boat. (RRS Fundamental Rule 4)

6.4 The Advisors/Owners shall refrain from assisting the sailors with racing strategies and steering except when a safety issue is involved.

6.5 If safety is a factor, the Owner or Advisor may take the helm, issue orders, use the engine, or take any appropriate action. Any such intervention should be recorded, in detail, in the log. At the very least, such detail shall include the GPS coordinates and time for both the start and finish of the period in which the adult advisor intervenes under this section. Immediately upon finishing, the yacht shall inform the race committee that an owner/advisor intervention has occurred and that there will be a

submission. The judges will evaluate the situation to determine if a time adjustment or other penalty is required. Such action will not be grounds for automatic disqualification.

## **7. SAFETY REQUIREMENTS**

7.1 All Yachts shall comply with Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound: Category B.

7.2 All Yachts shall comply with the Rules for JSA Events. Particular attention is called to Rule 9, JSA Rules for PHRF events.

7.3 The Organizing Authority may make spot inspections before or after the race to assure compliance with the rules and reserves the right to disqualify or assess a penalty based on its findings.

## **8. SPECIAL REQUIREMENTS**

8.1 At the time of entry, each yacht shall certify by filing the required document that 80% of the crew has participated in each of the following:

- a Man Overboard Upwind Recovery,
- b Man Overboard Downwind Recovery with Spinnaker,
- c Reefing Mainsail

8.2 The Navigator shall be permitted to use GPS to assist in the navigation, however, computer-based routing programs are not permitted.

## **9. ENTRY PROCESS**

Eligible boats may enter by completing the required entry forms and sending it [yachtscoring.com](http://yachtscoring.com).

9.1 The entry will not be complete until all required documents have been downloaded and all fees paid via [yachtscoring.com](http://yachtscoring.com). Entry form documents include:

- a Entry Form
- b Man Overboard/Reefing Certificate.
- c Current Valid YRALIS PHRF Certificate.
- d Sport Boat Rule Conformance Form
- e JSA Waivers for each crew member

9.2 Entries will be accepted until 5:00 PM, Thursday July 30, 2015 via [yachtscoring.com](http://yachtscoring.com). After this point, it will be the discretion of the RC as to whether to accept any boats. Late applications questions should be communicated with Chuck McCarthy, Regatta Chair 516-428-6396 and [chuck.mccarthy@me.com](mailto:chuck.mccarthy@me.com). Under no circumstances are applications accepted on the water the day of the race! Sailing instructions will be available to entered yachts on the JSA Website [www.jsalis.org](http://www.jsalis.org), at PWYC [www.pwyc.com](http://www.pwyc.com) and [yachtscoring.com](http://yachtscoring.com).

9.3 All fees must be paid before a yacht may start.

9.4 A current YRALIS PHRF Rating Certificate shall accompany the Entry Form.

9.5 Copies of a completed and signed 2015 JSA Waiver form must be submitted with the entry form for each of the junior crew members.

## **10. FEES**

10.1 The entry fee for timely entries shall be \$75 per boat.

10.2 The entry fee for late entries shall be \$90 per boat.

## **11. SAILING INSTRUCTIONS**

10.1 The sailing instructions will be available on the JSA , PWYC and yachtscoring.com websites. There will be no formal skipper's meeting. All information will be posted on the websites. The Start will be at Green Can "1" North of Execution Rocks.

## **12. COMMUNICATION**

12.1 Each Yacht shall have at least one radio capable of receiving automatic weather alerts and tone alarms.

12.2 Each Yacht shall monitor both Channels 16 and 74.

12.3 An Owner/Advisor on each Yacht shall have an on-board cell phone, the number of which shall be provided on the entry form.

## **13. SCHEDULE**

13.1 The Start will be at Green Can "1" North of Execution Rocks. A one time Pre-Warning five minute signal for all divisions will sound at approximately 1800 hours. At approximately 1805 hours the warning signal (appropriate division flag) for the first division starting sequence will sound.

## **14. INSPECTIONS**

14.1 The OA shall reserve the right to inspect any and all yachts for compliance with eligibility and equipment requirements before the start of the race or after its finish. The inspection is a courtesy and it remains the responsibility of the Boat Owner or Owner's Representative /Advisor to comply with all requirements. Failure to be in compliance subjects the yacht to protest and time penalties or disqualification in accordance with RRS.

14.2 A completed and signed Self Inspection Report shall be filed together with the entry forms.

## **15. LIABILITY RELEASE**

15.1 As a condition of the participation of any boat in any race or related activity sponsored or undertaken by the Port Washington Yacht Club, the owner, helmsperson and each crewmember agree that the safety of the boat and the crew and the decision whether or not to start or continue to race is solely their responsibility. Each of them waives all claims which he or she, or any heir, representative, successor or assignee, may have against the Port Washington Yacht Club and the JSA of LIS and each of their officers, trustees, members, committees, employees or agents, arising out of or in any way connected with participation in such race or activity. Responsibility for evaluating wind, sea and weather conditions rests with each competitor, as does the responsibility for the safe condition and operation of their boat including safety equipment and rigging and for wearing a life jacket. Assistance from the race committee, patrol boats, or other support boats and from personnel aboard them is at the risk of the participant. Port Washington bears no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race.

**Entry Form**  
**PWJrYC Twilight Keel Boat Regatta**  
**Friday, July 31, 2015**

Submit this completed form with \$75 entry fee, and a copy of 2015 PHRF certificate to [yachtscoring.com](http://yachtscoring.com). On-time entries must be received by 1700 hours, July 30, 2015. Late entries may be accepted, with a \$90 fee, at the discretion of the Race Committee. No entry will be permitted to compete unless all entry fees are paid in full prior to the start of the regatta. See NOR for what constitutes a complete entry form.

<b>CLUB INFORMATION</b>	
CLUB NAME:	CLUB PHONE:
NAME OF PROGRAM CHAIR:	PHONE:
NAME OF HEAD INSTRUCTOR:	PHONE:
HEAD INSTRUCTOR E-MAIL:	
NAME OF BIG BOAT LIASON:	BIG BOAT LIASON PH:
NAME OF COMMODORE:	COMMODORE PH:
IS A CHECK FOR THE ENTRY FEE ENCLOSED? <input type="checkbox"/> YES <input type="checkbox"/> NO	NAME OF PERSON SUBMITTING THE ENTRY:



JUNIOR CREW INFORMATION	Are all junior crewmembers a member of your program?      YES      NO			
	If not, please write next to the names below, the program in which the junior sailor is a member.			
(Please print names clearly)	DATE OF BIRTH	NAVIGATION TEST 2015 ADVANCED BASIC EXEMPT	SEAMANSHIP TEST 2015 ADVANCED BASIC NONE	SAFETY AT SEA 2015
SKIPPER:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
NAVIGATOR:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
STARBOARD WATCH CAPTAIN:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
PORT WATCH CAPTAIN:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
CREWMEMBERS:		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
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		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N

**BOAT OWNER CERTIFICATION AND WAIVER**

I, \_\_\_\_\_ as the  Boat Owner or  Owner’s Representative aboard the yacht \_\_\_\_\_, representing \_\_\_\_\_ Yacht Club in the PWYC Twilight Keel Boat Regatta acknowledge that I have read the rules pertaining to this race, and hereby agree to abide by the restrictions thereby imposed. I further certify that all requirements set forth in the sailing instructions have been met and the yacht \_\_\_\_\_ is equipped in accordance with the government regulations for a vessel of her size and type, that she carries all equipment called for in the Notice of Race and that she is, to the best of my knowledge, in all respects seaworthy.

To the fullest extent permitted by law, I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, protest committee, host club, or any other organization or official) involved with the event with respect to any personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers for any liability for such injury or damage.

*Owner Signature:*

*Date:*

*Owner’s Representative: (if applicable)*

*Date:*

# “Sport boat rule” - Compliance form

To be eligible to participating in any JSA PHRF event, vessels shall be a monohull that meets requirements of 2013 Rules for JSA Events rule #9 – PHRF events. Boats classified as a sport boat may be allowed to race in a Sport Boat Division if that division is included in the regatta at discretion of OA. A vessel will be considered a sport boat if it meets three of four of the following criteria:

- **Criteria #1** - Displacement-Length Ratio less than 100. Displacement-Length Ratio shall be calculated using the empty weight in pounds (DISPL LBS) and the length at water line (LWL) of the vessel; both values shall be as noted on the current PHRF certificate. Displacement-Length Ratio shall be calculated as  $D/L = (DISPL/2240) / (0.01 * LWL)^3$
- **Criteria #2** - Upwind sail area/displacement ratio greater than 30. Upwind Sail Area-Displacement Ratio shall be calculated using the area, in square feet, of the main plus the fore-triangle area, as determined by the calculations noted below, and the empty weight in pounds (DISPL LBS) of the vessel as noted on the current PHRF certificate. Upwind Sail Area-Displacement Ratio shall be calculated as  $SA/D = \text{Sail Area} / (DISPL/2240)^{2/3}$
- **Criteria #3** - Downwind Sail Area-Displacement Ratio greater than 75. Downwind Sail Area-Displacement Ratio shall be calculated using the area, in square feet, of the main, as determined by the calculation noted below, plus the largest spinnaker, as determined by the sailmaker, and the empty weight in pounds (DISPL LBS) of the vessel as noted on the current PHRF certificate. Downwind Sail Area-Displacement Ratio shall be calculated as  $SA/D = \text{Sail Area} / (DISPL/2240)^{2/3}$
- **Criteria #4** - A sprit length (TPS) more than 50 percent of J.
- The sail areas are computed using the fore-triangle area ( $I \times J \times 0.5$ ) and mainsail area ( $P \times E \times 0.5$ ) which do not take into account jib overlap or mainsail roach. Dimensions used shall be as noted on the vessel’s current PHRF certificate.
- The formulas can be found at:  
 Displacement-Length Ratio - [http://www.sailingusa.info/cal\\_dl\\_ratio.htm](http://www.sailingusa.info/cal_dl_ratio.htm)  
 Upwind or Downwind Sail Area-Displacement Ratio - [http://www.sailingusa.info/cal\\_sad\\_ratio.htm](http://www.sailingusa.info/cal_sad_ratio.htm)

## Vessel measurements and data

Displacement in pounds (DISPL LBS) from the PHRF certificate	
Length at water line (LWL) from the PHRF certificate	
Area of the fore-triangle ( $I \times J \times 0.5$ ), I and J from the PHRF certificate	
Area of the mainsail ( $P \times E \times 0.5$ ), P and E from the PHRF certificate	
Area of the largest spinnaker as determined by the sail’s maker	
Sprit length (TPS) from the PHRF certificate	

## Conformance

## Vessel’s actual      Conforms?

Yes or no

<b>Criteria #1</b> – Displacement/Length Ratio less than 100		
<b>Criteria #2</b> - Upwind sail area/Displacement Ratio greater than 30		
<b>Criteria #3</b> - Downwind sail Area/Displacement Ratio greater than 75		
<b>Criteria #4</b> - A sprit length (TPS) more than 50 percent of J		

## MAN OVERBOARD/REEFING CERTIFICATE

<i>Crewmembers shall initial the box for each drill they participated in.</i>	<i>MOB Upwind</i>	<i>MOB Downwind with Spinnaker</i>	<i>Reefing Main</i>	<i>MOB Upwind at night</i>	<i>MOB Downwind with Spinnaker at night</i>	<i>Reefing Main at night</i>
<i>Date of drill</i> <i>Time of drill</i>						
<i>Name of Owner or Owner's Representative</i>						
<i>Advisors:</i>						
<i>Skipper:</i>						
<i>Starboard Watch Captain</i>						
<i>Port Watch Captain</i>						
<i>Navigator</i>						
<i>Crew Members</i>						

*We certify that the crewmembers named above of the yacht \_\_\_\_\_ have conducted the Man Overboard and Reefing drills as proscribed in the 2015 Notice of Race.*

*Skipper:* \_\_\_\_\_

*Date:* \_\_\_\_\_

*Navigator* \_\_\_\_\_

*Date* \_\_\_\_\_

*Owner or Representation* \_\_\_\_\_

*Date:* \_\_\_\_\_

*Big Boat Liaison* \_\_\_\_\_

*Date:* \_\_\_\_\_

## RECOMMENDATIONS FOR PREPARATIONS FOR HEAVY OR THREATENING WEATHER

- Monitor weather reports (NOAA, airport, IPOD, etc) and observe the changing sky. Particularly look for dark cloud masses at night.
- Dog forward hatch and all portholes; fix hatch board in place. Make sure there are no lines, sheets, sails or other debris that would prevent a secure seal.
- Report your location to the Communications Vessel or Race Committee. Consider using cell phone if out of radio contact. Mark your location on a paper chart (in case your gps goes down.) Have a crew below write your lat-long every ten minutes.
- Confirm all crew are in foul weather gear and wearing PFD-harness-tether-strobe-whistle. Clip onto jackline or strong points.
- Reef mainsail including reef points; prepare for second reef if needed. Secure reef tack around boom with extra sailstop (so doesn't fall off the hook). Maintain moderate permanent backstay tension (not floppy).
- Drop spinnaker and put below; make sure all sheets are out of the water. Stow pole or sprit.
- Change to small jib (#3 or #4) or drop jib and secure to foredeck. Big jib turtled and placed below. If roller furl, take 5 extra rolls and put the furling line and sheet on winches and cleat them.
- Warmup engine and charge batteries (can then shut down). If necessary to put into gear, note time, direction, etc. in log in preparation for a submission under NOR 4.3e.
- Turn on running lights (even in daylight)
- Put the youngest or most inexperienced crew down below.
- Crew should be sitting and not be holding rigging in case of lightning strike.
- Many squalls blow from the northwest (or a different direction) so be prepared for the windshift (gybe? tack?).
- Monitor Channel 16. Listen and watch for commercial traffic.
- Consider your location and strategy: Avoid commercial lanes; consider sea room or seek shelter?
- Sail Guideline (for typical fin keel 35-45 foot yacht):
  - i. Full main and #3 Jib- max 25-27 kts TWV (true wind velocity)
  - ii. Single reef and #4- max 30-32 kts
  - iii. Double reef and #4- max 35-38 kts
  - iv. Double reef and storm jib- max 45 kts
  - v. Trysail and storm jib- max 55 kts
  - vi. Trysail or storm jib- max 65 kts