



NOTICE OF RACE & SAILING INSTRUCTIONS

2023 PHRF Summer Series

1. Rules

- 1.1 The series will be governed by the rules as defined in the Racing Rules of Sailing 2021-2024 (RRS).

2. Notices to Competitors

- 2.1 Any changes to the Sailing Instructions will be communicated via VHF prior to the start of racing for that day.
- 2.2 The racing area will be in the waters of Gardiners Bay and Napeague Bay. The course for the day will be specified via VHF prior to the start of racing for that day. This communication is scheduled for 1400. One race is required to be completed to consider this a series.
- 2.3 Any changes to the schedule of races will be communicated via email the day before.

3. Communication

- 3.1 The online official notice board is located on the Devon website at https://www.devonyc.com/Sailing_M.
- 3.2 All boats shall carry a VHF radio capable of communicating on Channel 11.
- 3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio Channel 11.
- 3.4 While racing, from the warning signal until the end of the race, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. Eligibility

- 4.1 All Yachts participating in the PHRF Summer Series must have submitted a valid 2023 PHRF Certificate to the Devon main office prior to racing. Yachts that have not submitted their 2023 PHRF Certificate are not eligible for Series awards.
- 4.2 All Yachts owned by a Member of Devon participating in the PHRF Summer Series must be skippered by a DYC member. The Yacht owner or their immediate family (also a DYC member) are required to skipper for all Series Races. Member Yachts may be skippered by other DYC members, though these races do not count toward the Yacht's series total. Member Yachts skippered by other DYC members are eligible for daily race awards.
- 4.3 A yacht that is not owned by a Member of Devon (a "Guest Yacht") will be eligible to race if: (a) such Guest Yacht has been invited to race by a Member; and (b) the Devon office has been notified by the inviting Member of the entrance of such Guest Yacht prior to 1200 the day before such Race. The Member extending the invitation shall

be responsible for making all arrangements for a Guest Yacht. Guest Yachts are eligible for Race prizes but not for Series prizes. A Guest Yacht may sail a maximum of two race days.

5. Signals Made Ashore

5.1 Signals made ashore will be displayed from the flagpole closest to the Devon Marina.

6. Weather Limits

6.1 Racing will be postponed or canceled if wind velocity measured at the Marina exceeds 25 miles per hour, seas exceed 3 feet in height, or the Fish Factory is not visible from the Club dock.

7. Crew Limitations

7.1 Each yacht owner is responsible for ensuring that any and all COVID-19 restrictions imposed by the Club, the state or Federal government are adhered to.

8. Schedule of Races

8.1 Race Days for 2023:

Date	Race Type
June 17	Tune-Up*
June 25	Race Day #1
July 2	Race Day #2
July 9	Race Day #3
July 16	Race Day #4
July 30	Race Day #5
August 6	Race Day #6
August 13	Race Day #7
August 20	Race Day #8

* Tune-Up Race is not considered part of the Series for scoring purposes. Note this is the only race of the series to take place on a Saturday.

8.2 Number of races: The Race Committee will endeavor to run one Race per Race Day

8.3 Length of races: It is the intention of the Race Committee to keep all Races to a length of less than 2 hours.

9. Courses

9.1 The Race Committee will determine the course using government marks and inflatable marks, and other fixed marks.

9.2 The course for each day will be communicated via VHF before the start of each Race Day and will be posted on a Course Board on the back of the Signal Boat.

9.3 Marked areas containing oyster beds are off-limits and must be sailed around.

9.4 All boats must honor government marks unless designated a turning mark of the course or a start/finish mark.

9.5 The government marks that may be used include, but are not limited to, the following:

Mo(A)
N2
N4
N6
N8
C11
N14

9.6 The following set courses may be announced by the Race Committee:

Courses: All marks left to port. Marks left to (Starboard) are in parenthesis

A: Fresh Pond Mark, N4, Finish
B: Fresh Pond Mark, (N2), Finish
C: Fresh Pond Mark, (MoA), Finish
D: Fresh Pond Mark, N4, N6, Finish
E: Fresh Pond Mark, (N2), N6, Finish
F: Fresh Pond Mark, (MoA), N6, Finish
G: Fresh Pond Mark, N6, Finish
H: Fresh Pond Mark, N8, Finish
I: Fresh Pond Mark, N8, Fresh Pond Mark, N6, Finish
J: Fresh Pond Mark, N6, Fresh Pond Mark, N6, Finish
K: Fresh Pond Mark, (C11), Finish
L: (C11), Finish
M: N6, Fresh Pond Mark, N4, Finish
N: N4, (Fresh Pond Mark), Finish
O: (N2), (Fresh Pond Mark), Finish
P: (MoA), (Fresh Pond Mark), Finish

10. Check in

10.1 All racers must sail up to the Signal Boat and verbally check-in prior to racing.

11. Start Sequence

11.1 The scheduled time of the warning signal for the first race each race day is immediately following the skippers meeting held via VHF radio (Channel 11) at 1400.

11.2 The starting line will be between the mast of the Signal Boat and a red cylinder on the port side of the Signal Boat.

11.3 The Race Committee has an option to dispatch a keep-off buoy. If the Race Committee decides to exercise this option the mark at the starboard end of the starting line will be the Signal Boat with a buoy attached to its stern by a line. The buoy and its attached line are parts of the *mark*.

11.4

11.5 The RC will be using Rule 26 of RRS for a 5-minute start sequence.

Minutes before the Start	Visual Signal	Sound	Means
5 minutes	Class Flag	One	Warning

4 minutes	P,I, or Black flag	One	Preparatory
1 minute	P Flag Removed	One Long	1 Minute
0	Class Flag Removed	One	Starting

11.6 The Race Committee will attempt to notify OCS boats at the start. Failure of the Signal Boat to send, or the failure of the offending boat to receive such a message shall not be grounds for redress. If there is a General Recall, the fleet will be restarted in accordance with the RRS.

12. The Finish

12.1 The finish line will be between the mast of the Signal Boat and a red cylinder to the side of the Signal Boat.

12.2 Boats failing to finish within 45 minutes after the first boat sails the course and finishes will be scored Did Not Finish.

12.3 A boat that retires from a race shall notify the race committee as soon as possible.

13. Protests

13.1 A participant intending to protest must notify the Race Committee immediately upon finishing or retiring from the race concerned.

13.2 Protests will be subject to the 3-Minute-Justice hearing format. Protests hearings will be held as soon as possible following racing, prior to daily awards.

14. Scoring

SCORING AND AWARDS FOR RACES AND SERIES

Scoring for the Series for purposes of Series awards will be the time on time handicap system for each Race. This system is used to score individual placement of different Yachts in a Race. It uses the PHRF rating certificate as a base from which to refine a particular boat handicap. The formula used at Devon is the formula used by the Eastern Long Island Sailing Association:

Time Correction Factor ("TCF") = $650 / (550 + \text{PHRF})$

Corrected Time = (Actual elapsed race time) X (TCF)

Yachts are placed in a Race for purposes of the Series according to their Corrected Time. The Low Point Scoring System will apply for the Series. The series consists of 8 race days. The best 5 scores will count towards the final score in the overall series. Awards for each Race Day will be awarded following racing at the Snack Bar. A Yacht must be a Member Yacht to be eligible for Series prizes.

15. Risk Statement

15.1 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**

16. Insurance

16.1 Each participating boat shall be insured with valid third-party liability insurance in accordance with the requirements set forth by NYC.

17. Further Information

17.1 For further information please contact Sailing Director Alec Weatherseed <sailingdirector@devonyc.com>.