

2011



SAILING INSTRUCTIONS AND YEARBOOK

| May | June | July | August | September |
|-----|------|-------------|--------|-----------|
| | 2 | | 4 | 1 |
| 12 | 9 | 7 crew race | 11 | 8 |
| 19 | 16 | 14 | 18 | |
| 26 | 23 | 21 | 25 | |
| | 30 | 28 | | |

INTRODUCTION

The purpose of the CAN ONE Evening Race Association is to provide an environment for good racing and good fellowship. This Yearbook sets forth the rules, policies and procedures that have developed through the past years. It is published so that all members will have information at hand which will help them to become better sailors and assist them in beginning, renewing and deepening good friendships.

The CAN ONE Evening Race Association is a member of the Yacht Racing Association of Long Island Sound and the U.S. Sailing Association.

FLAG OFFICERS

| | | |
|-----------------------------|-------------------|------------------------|
| Commodore | Lawrence R. Rouen | Huguenot Yacht Club |
| Vice Commodore | John Scagnelli | Huguenot Yacht Club |
| Rear Commodore | Steve Cain | Glen Island Yacht Club |
| Spinnaker Fleet Captain | Roger Widmann | Larchmont Yacht Club |
| Non-spinnaker Fleet Captain | Paul Osmolskis | N. Y. A. C. Yacht Club |

CLUB REPRESENTATIVES

| | |
|------------------------|----------------|
| Huguenot Yacht Club | Marc Rosenberg |
| Glen Island Yacht Club | Steve Cain |
| N. Y. A. C. Yacht Club | Paul Osmolskis |
| Larchmont Yacht Club | Roger Widmann |
| American Yacht Club | Barry Gold |
| Oriente Yacht Club | Dakers Gowans |

ADMINISTRATIVE OFFICERS

| | | |
|--------------------|----------------|--------------|
| Secretary | Lawrence Rouen | 201-907-0093 |
| Treasurer | Elith Larsen | 914-667-1543 |
| Scorer/Handicapper | Adam Loory | 718-885-2028 |

**CAN ONE EVENING RACE ASSOCIATION
2011
SAILING INSTRUCTIONS**

ELIGIBILITY

Single-hull, self-righting sailboats of 20 feet or more overall length, generally meeting the requirements of IRC or PHRF. The CAN ONE E. R. A. is open to members of Huguenot, New York Athletic Club, Glen Island, Orienta, American and Larchmont Yacht Clubs and other interested parties. The CAN ONE Executive Committee will be the sole judge of a yacht's eligibility.

ENTRIES

Entries for each season must be made through www.yachtscoring.com and a check for annual dues made out to "Can One Evening ERA must be sent to the Treasurer:

Elith Larsen
915 Wynnwood Rd
Apt 3D
Pelham NY 10803

HANDICAPS

Yachts will be handicapped on the basis of PHRF Ratings as issued by the YRA of LIS. All CAN ONE members are urged to join the YRA, obtain a PHRF Certificate and become familiar with the Racing Rules. After two years of membership in Can One, a member yacht is required to join the YRA of LIS and hold a current PHRF certificate. (For information, www.yralis.org or call the YRA of LIS office at 516-767-9240.) If a yacht does not have a current PHRF Certificate, the CAN ONE Scorer/Handicapper shall assign a rating valid only for CAN ONE races.

RULES

CAN ONE EVENING RACE ASSOCIATION racing will be governed by the rules as defined in The Racing Rules of Sailing for 2009-2012 including US Sailing Prescriptions, except as modified herein.

AN IMPORTANT NOTICE TO MEMBERS

THERE WILL BE A "KEEP AWAY" BUOY TETHERED TO THE STERN OF THE COMMITTEE BOAT. THIS BUOY IS CONSIDERED TO BE PART OF THE COMMITTEE BOAT; TOUCHING IT IS THE SAME AS TOUCHING THE COMMITTEE BOAT. ALL COMPETITORS ARE REMINDED THAT COMMITTEE BOATS USED FOR CAN ONE RACING ARE NOT OWNED BY CAN ONE; THEY ARE EITHER PRIVATE MOTOR YACHTS VOLUNTEERED BY THEIR OWNERS OR CAN ONE MEMBERS' BOATS. PLEASE KEEP YOUR DISTANCE!!

SCHEDULE AND CLASS FLAGS

Can One Evening Races begin May 12th, 2011 and continue every subsequent Thursday until September 8th. The scheduled time of the warning signal for the first division start is 1900 hours. The Can One E. R. A. Fleet will be divided into divisions, (classes), based upon the PHRF ratings of registered yachts. A Scratch Sheet with ratings and divisions will be available from the Can One website and the Committee Boat. Class Flags will be numerical.

RACING AREA

The racing area will be in the vicinity of Can One.

COURSES AND MARKS

Courses for each division will be signaled by the Race Committee boat using black letters on a white board. Each letter represents a government mark per the following list and the enclosed chart.

- A Can "1" 0.8 nm. North of Execution Rocks**
- B Bell "23" 0.8 nm. East of Execution Rocks**
- C Gong "1" 0.2 nm. East of Hart Island**
- D Fl. G "25" 0.4 nm. of Northwest of Sands Point**
- E Gong "27" Gangway Rock**
- F Fl. R "2" 1.5 nm. North of Execution Rocks**
- G Can "1" 0.5 nm. Northeast of Larchmont Breakwater**
- H Fl. G "29" 0.2 nm. North of Hewlett Point**
- J Fl. R "2" 0.1 nm. North of Huckleberry Island**
- K Fl. R "42" 0.95 nm. SSW of Peningo Neck flagpole,
(American Y. C. / Milton Pt.)**
- L Can "1" Weeks Point**

The Starting Line will be crossed in the direction to the first Mark of the course and the Finish Line will be crossed in the direction from the last Mark of the course. Whenever possible, the Starting and Finishing Marks, (not the Committee Boat), will be set so all marks will be passed on the same side. **Warning:** While not required, it is recommended that a yacht not pass between Execution Rocks Lighthouse and buoys N "44" and N "RG".

SHORTENED COURSES

In a dying or light breeze, or in the event of an impending storm, the Race Committee may shorten the course by finishing the lead boat at any turning mark. This will be indicated by displaying Code Flag "S" (Blue Rectangle in center of White Flag) on the Committee Boat or Mark Boat, and signaling by sound signal for the first yacht to finish. Shortened courses will also be signaled by two sound signals once the Committee Boat is on station for the finish. This finish line shall be crossed in the direction from the last mark rounded.

TWICE AROUND

When a twice-around course is signaled, yachts shall complete the first lap by sailing through the Start/Finish line. Racers are advised to be alert for a Shortened Course signal, should the committee choose to make such a decision at this point in the race.

COURSES TO BE SIGNALLED BY CARDS ON THE COMMITTEE BOAT AS FOLLOWS:

| | | |
|------------|--------------|--|
| DIV I - II | DIV III / IV | |
| H | D | First Mark |
| F | E | Second Mark |
| G | F | Third Mark (then to Finish Line) |
| 2 | 2 | Twice Around |
| Color | Color | Mark Rounding: Red - Marks to Port Green - Marks to Starboard |

STARTING AND FINISHING LINE

The Starting Line shall be located in the vicinity of but not necessarily at Can One, .8nm. North of Execution Rocks. The starting/finishing line will be between the Orange Flag on the Committee Boat and Can 1. The Committee will endeavor to inform the fleet about the evening’s racing on Channel 71.






NEW RULE: All boats need to check in with the committee before starting by sailing behind the committee and calling out their sail number, boat name and their division.

When possible, the Race Committee shall shorten the finish line to make it easier to identify finishing yachts and their relative positions. Finishing yachts are advised to IDENTIFY THEMSELVES as they approach the finish line. Hailing on Channel 71 is suggested. Making a note of yachts crossing the line ahead of you and after you may be useful to you and/or other competitors in the event of discrepancies.

STARTING SYSTEM

RRS 26 shall be used as the Can One E.R.A. starting system. Starting signals shall be made with flags hoisted and horns sounded on the Committee Boat in accordance with that procedure. Members are advised to thoroughly acquaint themselves with Rule 26.

STARTING TIMES AND SIGNALS

| Thursday | Division I | Division II | Division III | Division IV | Division V |
|----------|--|--|--|--|--|
| 1859 hrs | Warning - Series of short horn blasts | | | | |
| 1900 hrs | Div. I Flag | | | | |
| 1905 " |  Start | Div. II Flag | | | |
| 1910 " | |  Start | Div. III Flag | | |
| 1915 " | | |  Start | Div. IV Flag | |
| 1920 " | | | |  Start | Div. V Flag |
| 1925 " | | | | |  Start |

* NOTE * A yacht that interferes with the start of another yacht in a division starting earlier is subject to protest and disqualification. A CAN ONE yacht may not sail in the area immediately downwind of the starting line or cross the starting line during the interval between the first Warning Signal and the Warning Signal for that yacht's divisional start. Make sure to check in before the first class starts.

POSTPONEMENT OR CANCELLATION

Postponements will be signaled by Code Flag “AP” and two sound signals. The “AP” flag will be lowered 1 minute before the Preparatory (5 minute) signal for the division scheduled to start next. Cancellation shall be signaled by three sound signals.

TIME LIMIT

To constitute an official race for a division, the first yacht must finish within 2.5 hours of its start. Any yacht not finishing a race within 3 hours will be scored DNF.

PROTESTS

To preserve the informal nature of the racing, protests are discouraged except in the event of serious violations of the rules or in the event of contact and/or damage to yachts. All protests will be heard in the open to make the protest hearing a learning experience for all sailors.

To lodge a protest, the following procedure must be adhered to:

1. To initiate a protest, the protested yacht must be notified by hailing “Protest!” A RED protest flag must be flown from your backstay as soon after the infraction as possible, and carried until the finish line is crossed.
2. Notify the Committee Boat after Finishing! (Round up on the side opposite the line after finishing and give the Race Committee the name and sail number of the protested yacht.) If the Race Committee has already left the Finish Line, a protest should be filed with the Race Committee within 1.5 hours after finishing.
3. The Protest Hearing will take place immediately after the race, at Huguenot Yacht Club. Failure to show on the part of either party within 1.5 hours after the Race Committee leaves the finish will constitute a default.
4. If you have been in a collision, you are REQUIRED to come to Huguenot Yacht Club right away for a protest hearing.

SCORING

Scoring will be calculated by the use of the Cox-Sprague System, with the points for each race determined by the number of starters in the division and the finishing position of each yacht. Prizes will be awarded for final season standings of qualifying yachts in each division. Participation in a minimum of eight of the scheduled races is needed to qualify. (Yachts serving as Race Committee, starting a race that is subsequently cancelled or in the Starting Area during a Postponement prior to a Cancellation, shall receive credit toward qualifying should the yacht not otherwise complete the required eight races.) If a yacht sails in more races than needed to qualify, its season standing shall be determined by the average score of the yacht's best eight races.

COMMUNICATION

The Can One Race Committee shall communicate any pertinent information over VHF 71. It is suggested that this channel be monitored by all race participants before leaving to race, (for possible weather warnings), and at all times until finishing.

CAN ONE STARTING SEQUENCE

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

| | Signal Flag and sound | Minutes before starting signal |
|-------------------|---|--------------------------------|
| First Warning: | Series of short horn blasts | 6* |
| Division Warning: | Division flag raised; 1 sound | 5 |
| Preparatory: | “P” Flag raised with a sound and it accompanies the Division flag | 4 |
| One-minute to go: | “P” Flag removed, Division flag; one sound signal is made | 1 |
| Starting: | Division flag removed; 1 sound † | 0 |

* The “First Warning” shall only be sounded once, six minutes before the start of Division I.

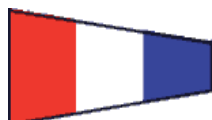
† The “Starting” signal for each division shall serve as the “Division Warning” signal for the following division. (For example; at the starting sound for Division I, the Division I flag is removed and immediately replaced by the Division II flag).



Division I



Division II



Division III

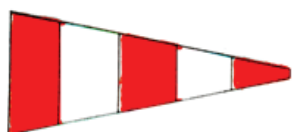


Division IV



“P” Flag:

Preparatory signal; raised at 4 minutes before the start and removed at 1 minute before the start.



“AP” Flag (Answering Pennant):

Postponements will be signaled by Code Flag “AP” and two sound signals. The “AP” flag will be lowered 1 minute before the Preparatory (5 minute) signal for the division scheduled to start next.

**YOUR SPECIAL ATTENTION IS CALLED
TO THE FOLLOWING SAILING RULES:**

Rule 14 - AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room*

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving room, and
- (b) shall not be penalized under this rule unless there is contact that causes damage.

Rule 23 - INTERFERING WITH ANOTHER BOAT

23.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

23.2 Except when sailing her *proper course*, a boat shall not interfere with a boat taking a penalty or sailing on another leg.

Rule 31 - TOUCHING A MARK

31.1 While *racing*, a boat shall not touch a starting *mark* before starting, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.

Rule 44 - PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty - A boat may take a Two-Turns Penalty when she may have broken a rule of Part 2 while *racing* or a One-Turn Penalty when she may have broken rule 31. Sailing instructions may specify the use of the Scoring Penalty or some other penalty. However,

(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

(b) if the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.

44.2 One-Turn and Two-Turns Penalties - After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

44.3 Scoring Penalty - shall not apply.

LIFE JACKETS

It is recommended that all participants use safety equipment such as life jackets and safety harnesses when weather conditions warrant it. New York State law requires that Life jackets must be worn year-round by all children under 12 on any boat less than 65 feet and must be available for everyone on board.

RUNNING LIGHTS

For Safety, all yachts shall use proper running lights after the time of official sunset. A yacht may not protest another for not having her running lights on. Only the race committee can file such a protest.

Magnetic Courses and Nautical Mile Distances Sailed Between Marks

| TO FROM | A | B | C | D | E | F | G | H | J | K | L |
|------------|-----------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|
| A | A 136° 1.1 nm | 224° 2.4 nm | 196°* 1.4 nm | 207°* 2.0 nm | 002° 0.7 nm | 033° 2.0 nm | 210° 3.1 nm | 282° 0.9 nm | 050° 2.5 nm | 115° 3.6 nm | |
| B | 316° 1.1 nm | B | 248° 2.6 nm | 244° 1.3 nm | 238° 2.0 nm | 334° 1.6 nm | 008° 2.4 nm | 230°* 3.0 nm | 300° 1.9 nm | 027° 2.6 nm | 107° 2.6 nm |
| C | 044° 2.4 nm | 068° 2.6 nm | C | 072° 1.3 nm | 098° 0.7 nm | 035° 3.0 nm | 039° 4.4 nm | 173° 1.0 nm | 021°* 2.1 nm | 047° 4.9 nm | 088°* 5.0 nm |
| D | 016°* 1.4 nm | 064° 1.3 nm | 252° 1.3 nm | D | 227° 0.8 nm | 012°* 2.1 nm | 026° 3.3 nm | 220° 1.8 nm | 340°* 1.6 nm | 038° 3.7 nm | 093°* 3.7 nm |
| E | 027°* 2.0 nm | 058° 2.0 nm | 278° 0.7 nm | 047° 0.8 nm | E | 021° 2.7 nm | 030°* 4.0 nm | 215° 1.1 nm | 000°* 2.1 nm | 040° 4.5 nm | 086°* 4.4 nm |
| F | 182° 0.7 nm | 154° 1.6 nm | 215° 3.0 nm | 192°* 2.1 nm | 201° 2.7 nm | F | 048° 1.4 nm | 205° 3.8 nm | 241° 1.1 nm | 065° 2.1 nm | 125° 3.9 nm |
| G | 213° 2.0 nm | 188° 2.4 nm | 219° 4.4 nm | 206° 3.3 nm | 210°* 4.0 nm | 228° 1.4 nm | G | 211°* 5.4 nm | 234° 2.5 nm | 093° 0.9 nm | 146° 3.9 nm |
| H | 030° ⁿ 3.1 nm | 050°* 3.0 nm | 353° 1.0 nm | 040° 1.8 nm | 035° 1.1 nm | 025° 3.8 nm | 031°* 5.4 nm | H | 012°* 3.0 nm | 039° 5.5 nm | 076°* 5.5 nm |
| J | 102° 0.9 nm | 120° 1.9 nm | 201°* 2.1 nm | 160°* 1.6 nm | 180°* 2.1 nm | 061° 1.1 nm | 054° 2.5 nm | 192°* 3.0 nm | J | 064° 3.2 nm | 112° 4.5 nm |
| K | 230° 2.5 nm | 207° 2.6 nm | 227° 4.9 nm | 218° 3.7 nm | 220° 4.5 nm | 245° 2.1 nm | 273° 0.9 nm | 219° 5.5 nm | 244° 3.2 nm | K | 157° 3.4 nm |
| L | 295° 3.6 nm | 287° 2.6 nm | 268°* 5.0 nm | 273°* 3.7 nm | 266°* 4.4 nm | 305° 3.9 nm | 326° 3.9 nm | 256°* 5.5 nm | 292° 4.5 nm | 337° 3.4 nm | L |

* Asterisk denotes rhumbline course crosses obstructions, submerged rocks or dry land.

This table is for reference only and is not to be relied on for navigation!

It is the responsibility of every competitor to be aware of the COLREGS and that they do not become a "privileged" vessel when participating in a race. This is especially true in meeting, crossing or overtaking situations with non-participant vessels and/or vessels constrained by their draft or ability to maneuver.

Remember that a collision at sea can ruin your whole evening!

2010 Can One Trophy Winners

Presented at the Awards Dinner, December 2nd, 2010

| | | | |
|--------------|--------------|---------------|--------------------|
| Division I | First Place | AEGIR | Elith Larsen |
| | Second Place | JAVA JIVE | Tom Cassidy |
| | Third Place | PERSISTENCE | Malcolm McCullough |
| | Fourth Place | CLUELESS | Russell Colombo |
| Division II | First Place | SNOW GOOSE | Arthur Karpf |
| | Second Place | IMPULSE | Len Dilorio |
| | Third Place | NEPENTHE | Lawrence Rouen |
| Division III | First Place | DEVIATION | Iris Vogel |
| | Second Place | MAUDELAYNE | Frederick Heerde |
| | Third Place | THE PHANTOM | John Scagnelli |
| Division IV | First Place | SHOOTING STAR | Steve Cain |
| | Second Place | QUINTESSENCE | Roger Widmann |
| | Third Place | SUNDARI | Barry Gold |

N. Y. A. C. Yacht Club Trophy

AEGIR
Elith Larsen

Glen Island Yacht Club Trophy

SNOW GOOSE
Arthur Karpf

Huguenot Yacht Club Trophy

DEVIATION
Iris Vogel

The Orienta Y.C. Trophy

LUCY D
Dakers Gowans

The Larchmont Y.C. Trophy

QUINTESSENCE
Roger Widmann

The American Y.C. Trophy

SUNDARI
Barry Gold

The George Hoffman Trophy

SNOW GOOSE *AEGIR*
Arthur Karpf *Elith Larsen*

The F. Neale Magrath Trophy

CLUELESS
Russell Columbo

The Rookie Trophy

RUNNOFT
Carleton Wheeler

The Dolf LeComte Trophy

SNOW GOOSE *AEGIR*
Arthur Karpf *Elith Larsen*

The Joseph Sansone Trophy

IMPULSE
Len Dilorio

The Commodore Fred Skinner Trophy

Glen Island Yacht Club

The Sturzenburger Trophy

TBA

The Competitors Trophy

DECISIVE MOMENT
Doug Reilly

The Crew Race Trophy

Division I
AEGIR
Michael Tolsma

Division II
IMPULSE
Gerald E. Loehr

Division III
MAUDELAYNE
Halsey Bullen

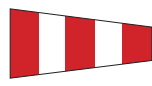
Division IV
SHOOTING STAR
Kyle Hampton



COMMON RACE SIGNALS



The Class Flag (numeral or letter flag) is the Warning Signal: raised 5 min. before start and lowered at the start.



Postponement: Lowered one minute before new warning signal.



Rule 30.1 is in effect at the start (Around the Ends Rule). See 30.1 for details.



P flag is the Preparatory Signal: Raised 4 minutes before start & lowered 1 minute before start.



Change of Course: Position of next mark has been changed.



Any boat over the line within a minute of the start receives a 20% scoring penalty. See 30.2.

Class flag stays up from the warning signal to the starting signal. At the start, the Class Flag is dropped. The warning signal for succeeding classes shall be made with or after the starting signal. Read regatta's Sailing Instructions. See Rule 26 for more information.



Shortened Course: Finish between this boat and nearest mark.



Any boat over the starting line within a of minute the start is disqualified. See Rule 30.3.



Boat or object with this flag replaces a missing mark.



Race abandoned; return to starting area.



X Flag: Indicates one or more boats started early. Flag is lowered once all boats have started correctly.



Ashore: Indicates that a notice to competitors has been posted. Afloat: Come within hail or follow me.



Flags N over A: All races for the day are abandoned. Go home.



General Recall. Flag lowered one minute before new prep.



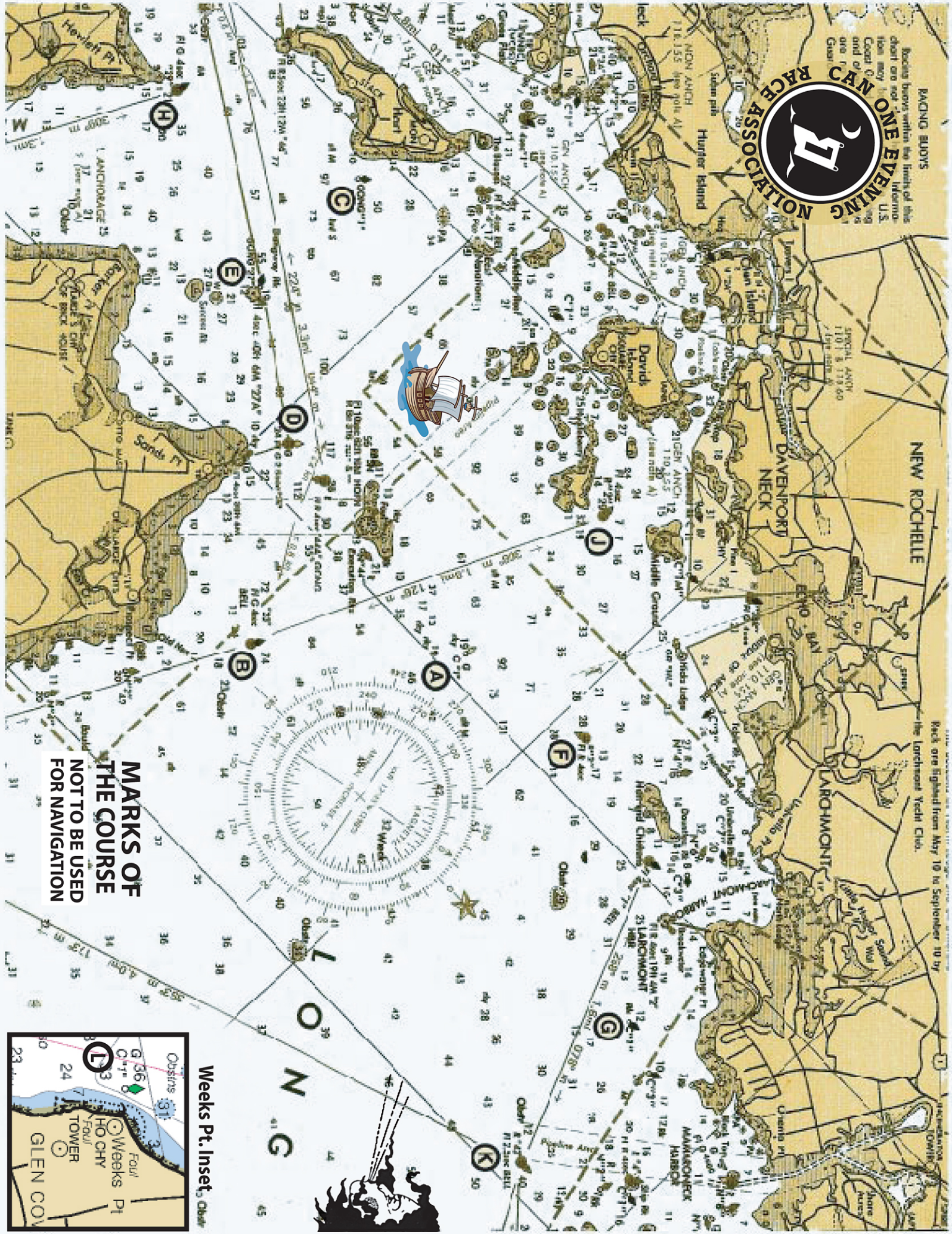
All competitors are required to wear personal buoyancy.



Can One Race Committee

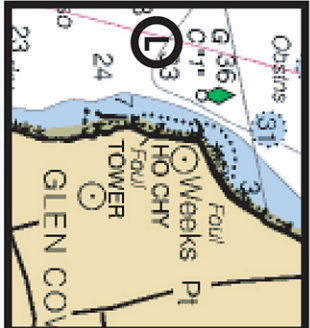


Being buoy within the limits of this chart are not to be used for navigation. Information may be obtained from the U.S. Coast Guard and other sources. The U.S. Coast Guard is the official sponsor of the race.



Keel one lighted from May 10 to September 10 by the Larchmont Yacht Club.

MARKS OF THE COURSE NOT TO BE USED FOR NAVIGATION



Weeks Pt. Inset, Chart