



2018 Commodores Cup

Halifax River Yacht Club

Daytona Beach, FL

Notice of Race

1 RULES

- 1.1** The rules governing the 2018 Commodores Cup Series will be: The Racing Rules of Sailing 2017-2020 (RRS), the 2018 Commodores Cup Series Notice of Race (NOR) the 2018 Commodores Cup Series Sailing Instructions (SI), the 2016-17 ISAF Regulations (2017 Update) (ISAF), the First Coast Sailing Assoc. Rating Procedures and Racing Rules and any special instructions issued by the HRYC Race Committee.
- 1.2** Any changes to the Notice of Race and/or Sailing Instructions will be posted at HRYC on the official notice board and will be available at [hryc.com/Yachting/Sailing/Race Information](http://hryc.com/Yachting/Sailing/RaceInformation).

2 ADVERTISING

- 2.1** Advertising shall be restricted in accordance with ISAF Regulations.

3 ELIGIBILITY AND ENTRY

- 3.1** The Commodores Cup is open to all single or multi-hulled sailing vessels, with a minimum of 21 feet LOA, having inboard or outboard auxiliary power, manned by an eligible captain and crew, and meeting all safety requirements of Section 11 (SI). The Race Committee may consider the qualification of a yacht by virtue of its history and/or survey.
- 3.3** Eligible yachts may enter by completing the entrance form posted at the Regatta Network web server at: <http://www.regattanetwork.com/event/16678>

4 FEES

- 4.1** Required fees are as follows:

Entry fee for all races combined shall be \$85.00. After May 1, 2018, there is a \$15 late fee. The Lipton Cup Event is part of the series but requires a separate entry fee to the sponsor, Smyrna YC. Entrants will have the use of Halifax River Yacht Club facilities on all HRYC sponsored race dates.

5 SCHEDULE

- 5.1** Dates of racing are as follows:

Race #1-3	Sat/Sun	April 14-15	SYC Lipton Cup
Race #4-5	Sun	May 6	CC Race Day 1 - 2 races scheduled
Race #6	Fri	May 25	Gulfstreamer Sprint Race
Race #7-8	Sat	June 16	CC Race Day 2 - 2 races scheduled
Race #9	Sun	July 15	HRYC Double Handed Race
Race #10-11	Sat	August 25	Old Timer's Memorial Regatta
Race #12	Fri	August 31	St. Augustine Dash
Race #13-14	Sat	September 22	CC Race Day 3 - 2 races scheduled

- 5.2** Races #4, 5, 7, 8, 12 and 13 shall be buoy races with courses to be determined by the HRYC Race Committee. Separate sailing instructions will be posted for these races.
- 5.3** The Gulfstreamer Sprint Race, The Double Handed Race, The St Augustine Dash, and the Old Timers Memorial Regatta will be ocean races with courses described in their own Notice of Race. SYC will have their own Notice of Race for the Lipton Cup. (See <http://www.smyrnayachtclub.com>)

6 MEASUREMENTS

- 6.1** Each entrant shall either renew their 2018 FCSA Valid Rating Certificate or fill out a First Coast Sailing Association Valid Rating application with their entry form and receive a 2018 FCSA Valid Rating. Rating application forms are posted with the Commodore's Cup entry form and on this website at www.hryc.com.

7 SAILING INSTRUCTIONS

- 7.1** The sailing instructions will be e-mailed to the entrant with their FCSA Valid Rating, posted on the official notice board located at the Halifax River Yacht Club in Daytona Beach, and will also be available at hryc.com and on Regatta Network.
- 7.2** Races #4, 5, 7, 8, 12 and 13 shall have a dedicated set of Sailing Instructions. See Lipton Cup NOR for races 1-3. These NORs are available on the SYC (Smyrna Yacht Club) website. (See <http://www.smyrnayachtclub.com>)
- 7.3** The Gulfstreamer Sprint Race, the Double Handed Race, the St Augustine Dash, and the Old Timers Memorial Regatta shall have their own Sailing Instructions. These will be made available to registered sailors.

8 THE COURSE

- 8.1** Race courses will be set by the RC and announced on **VHF channel 72**. Additional course info is posted on the web at www.hryc.com and on the Regatta Network site.

9 SCORING

- 9.1** All yachts shall be scored using their FCSA Valid Rating and corrected time on distance.
- 9.2** Yachts will be scored for trophies on the best eleven races (2/3 +1). A yacht will qualify for a final position in the series if they complete eight (50% +1) of the scheduled races. In the event any scheduled races are cancelled, the RC reserves the right to reduce the number of races required to qualify, and be scored, for the awards. This should be done in proportion to the number of cancelled races.
- 9.3** The Race Committee reserves the right to reclassify any yacht at its discretion.

10 PENALTY SYSTEM

- 10.1** The Scoring Penalty, (RRS) 44.3 will apply. The penalty shall be one (1) percent of a yacht's elapsed time added to her corrected time. This changes Rule 44.3 (c) (RRS). A yacht taking a scoring penalty shall report it to the Race Committee within the protest time limit.

11 SAFETY REGULATIONS

- 11.1** All yachts shall comply with all ISAF Category 4 requirements.

12 SUPPORT YACHTS

- 12.1 All support yachts shall stay outside areas where yachts are racing from the time of the preparatory signal for the first class to start until all yachts have started the race; or when the Race Committee signals a postponement, general recall or abandonment.

13 RADIO COMMUNICATION

- 13.1 A boat shall neither send nor receive any radio, mobile phone or WIFI network transmissions or use any other device, technology or other aid which is not available to all boats. **Committee Boat and all racers shall monitor VHF Channel 72.**

14 AWARDS

- 14.1 Trophies will be given as follows:

- 1st, 2nd and 3rd in all classes with four or more boats competing
- 1st and 2nd in all classes with less than four boats competing

- 14.2 The awards banquet will be held at Halifax River Yacht Club on Saturday, November 17, 2018 at 1800. Dress is casual. Reservations are necessary. The awards banquet will be preceded by a cocktail hour.

15 INSURANCE

- 15.1 Each participating yacht shall be insured with valid third-party liability insurance with a minimum coverage of \$250,000.00.

16 DISCLAIMER OF LIABILITY

- 16.1 The Race Committee will oversee all scheduled races. The Race Committee Chairman or his designate will have final decision over management issues of the race, including, but not limited to whether a yacht will be allowed to compete, penalties (except protest – which will be over-seen by the protest committee), scoring, eligibility of yachts to race and time limits.

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. 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 the regatta.

Despite the schedule to race and despite the Race Committee's decision to race, it is ***ALWAYS*** the skipper's decision whether he, his vessel and/or his crew should participate in any race. The responsibility of the decision to race and any and all consequences lie ***SOLELY*** with the skipper, captain or owner/operator of the vessel. ***YOU ARE RESPONSIBLE FOR THE SAFETY, HEALTH AND WELFARE OF YOUR VESSEL AND ANYONE ABOARD! YOU ARE FURTHER RESPONSIBLE FOR ACTIONS TAKEN BY YOUR CREW AND DAMAGE TO, OR CAUSED BY, YOUR VESSEL. THIS SHOULD ALWAYS GUIDE YOUR DECISION TO RACE AND YOUR ACTIONS WHILE RACING.*** The Race Committee accepts ***NO*** responsibility for your decision to race and the consequences that accompany it.

17 FURTHER INFORMATION

17.1 For further information please contact:

Halifax River Yacht Club www.hryc.com

Attn: Race Committee

331 S. Beach Street

Daytona Beach, FL 32114-5089



2018 HRYC Commodores Cup SAILING INSTRUCTIONS

Halifax River Yacht Club
Daytona Beach, FL

1 RULES

- 1.1 The rules governing the 2018 Commodores Cup will be: The Racing Rules of Sailing 2017-2020 (RRS), the 2018 Commodores Cup Notice of Race (NOR) the 2018 Commodores Cup Sailing Instructions (SI), the 2016-2017 ISAF Regulations (ISAF), the First Coast Sailing Association (FCSA) Rating Procedures and Racing Rules and any special instructions issued by the HRYC Race Committee. FCSA Ratings Procedures and Racing Rules are published at www.sailjax.com.

2 NOTICES TO COMPETITORS

- 2.1 Any notices to competitors will be posted at HRYC on the official notice board and will also be available at <http://www.regattanetwork.com/event/16678>
- 2.2 **Communications via VHF radio shall be made on channel 72.** All instructional communications via VHF radio will cease 5 minutes before the first warning signal.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of the race will be posted by 2000 hours on the day before it will take effect. Any changes will also be posted at www.hryc.com and on Regatta Network.

4 SIGNALS MADE ASHORE

No Signals made ashore will be displayed at any time.

5 SCHEDULE OF RACES

- 5.1 Dates of racing are as follows:

Races 1-3	April 14-15	SYC Lipton Cup (3 races)
Races 4-5	May 6 (Sunday)	CC Race Day 1 (2 races scheduled)
Race 6	May 25 (Friday)	Gulfstreamer Sprint Race
Races 7-8	June 16 (Saturday)	CC Race Day 2 (2 races scheduled)
Race 9	July 15 (Sunday)	HRYC Double-Handed Race
Races 10-11	August 25 (Saturday)	Old Timer's Memorial Regatta (2 races)
Race 12	September 1	St. Augustine Dash
Races 13-14	September 22 (Saturday)	CC Race Day 3 (2 races scheduled)
	November 17 (Saturday)	Sailing Awards Banquet

- 5.2 Races #4-5, #7-8 and #13-14 shall be buoy races with courses to be determined by the Race Committee.
- 5.3 The SYC Lipton Cup (#1-3), the HRYC Double-Handed Race (#8), the Old Timer's Memorial Regatta (#10-11) and the St Augustine Dash (#12) shall be ocean races with courses described in their own Sailing Instructions.

- 5.4 The scheduled time of the warning signal for the Commodores Cup races 4, 7 and 13 will be 1055 for the Cruising Class and 1105 for the Performance class. Races 5, 8 and 14 will have warning times to be announced by the R/C after the finish of the first race.
- 5.5 The scheduled time of the warning signal for the SYC Lipton Cup, the Double-Handed Race, the St Augustine Dash, and the Old Timer's Memorial Regatta are noted in their respective Sailing Instructions.
- 5.6 The two classes may be combined into a single start by the Race Committee on the water.

6 THE COURSES

- 6.1 The Race Committee signal boat will notify the competitors of the course to be raced upon anchoring. See Regatta Network for the course information for the CC Race Day courses. All marks are to be left to port, unless the R/C changes this on the water. An exception to this rule may be needed if the R/C sets a finish line on the north side of the north jetty to the inlet. In that case, the R/C will announce the change on Channel 72. See **THE FINISH** (Section 11) below.
- 6.2 Courses for the SYC Lipton Cup, Double-Handed Race, the St Augustine Dash, and the Old Timer's Memorial Regatta are noted in their respective Sailing Instructions.

7 MARKS

- 7.1 Marks are expected to be 72"x 60" orange inflatable marks, any changes will be announced on the water.

8 AREAS THAT ARE OBSTRUCTIONS

- 8.1 There are no areas that are designated as obstructions unless amended by the race committee signal boat.

9 THE START

- 9.1 The Cruising Class warning will be at 1055 and the Performance Class warning will be at 1105 for CC Race Day initial races. See specific event start times in the separate Sailing Instructions for all other 2018 races. Races 5, 8 and 14 will have their warning times announced by the R/C after their prior races have been completed. The R/C may combine the classes into a single start if appropriate.
- 9.2 The starting line for CC Race Day races will be between the committee boat and the designated starting pin (R "2"), to the east of Ponce Inlet. IN THE EVENT OF A WESTERLY WIND THE START LINE MAY BE MOVED AND R"2" WILL BE A TURNING MARK. See the document for course configurations, Appendix A, posted at Regatta Network. See specific event starting lines in the Sailing Instructions for all other 2018 races.
- 9.3 The starting sequence will be as follows:
- Five minutes before the start of the race a warning signal of a white class flag will be raised and displayed for a period of one minute.
 - Four minutes before the start of the race a "P" preparatory flag will be raised and displayed for a period of three minutes.
 - One minute before the start of the race the preparatory flag will be lowered.

- The race will start upon the lowering of the class flag one minute after the preparatory flag has been lowered.
- One audible signal will be sounded upon the raising of all flags.
- The raising/lowering of a flag constitutes the official signal. If no flags are available, the audible signal transmitted via VHF radio shall be the signal.

10 RECALLS

10.1 Display of code flag “X” and one sound signal shall signal individual recalls. A boat recalled shall be notified by hail and on VHF channel 72 if possible.

11 THE FINISH

11.1 For CC Race Day races the finish line will be one of two possibilities. If the R/C is on station at what had been the starting line, then that will be the finish line for the race. If there is a significant sea state, the R/C may establish a finish line between the committee boat stationed to the north of the north jetty and a small buoy or location on the jetty, due south of the R/C boat. See finish instructions in the specific Sailing Instructions for all other 2018 races. See 11.2 below for finishing the race when the committee boat is not “on station”.

11.2 If the Race Committee is not “on station”, the R/C will declare that finish line will be one of the following:

1. **A defined line:** If two buoys are present, the boat will finish as her bow crosses the imaginary line between the two marks.
2. **At the sea buoy:** If instructed to finish at the sea buoy, and there is no defined line to cross, then a boat will finish when she passes **within two boat lengths of the mark and turns such that her course is 90° to the previous rum line to the mark.** If the course to the sea buoy is less than (south of) 270°, then this mark should be **left to starboard, otherwise it should be left to port. The finishing boat should always keep the buoy between the previous mark and the Ponce Inlet jetty.**
3. **At the jetty:** If instructed to finish at the jetty, a boat will have finished when her bow crosses an imaginary line running due North (0° from the “Mac Smith Light” at the end of the jetty and within 100 yards of the jetty. If the course from the previous mark to the sea buoy is less than (south of) 270°, then the sea buoy should be **left to starboard, otherwise it should be left to port. The finishing boat should always keep the sea buoy between the previous mark and the Ponce Inlet jetty.**

If competitors are directed to take their own finishing times, they will call or text them to **386.679.6314. Competitors should include their boat name, sail number, and finish time in 24hr format. Finish times should be reported as soon as possible after finishing.** Reporting by text messaging (SMS) is preferred.

11.3 Finish marks for the SYC Lipton Cup, Gulfstreamer Sprint Race, Double Handed Race, the St Augustine Dash, and the Old Timer’s Memorial Regatta are noted in their respective Sailing Instructions.

12 PENALTY SYSTEM

- 12.1** The Scoring Penalty, rule 44.3 (RRS), will apply. A boat will not be scored worse than DNF. (Did Not Finish).

13 TIME LIMITS

- 13.1** Time limit for all classes in the Commodores Cup Races 3.5 hours. If no boat has passed the first mark within 1 hour the race may be abandoned by the R/C.
- 13.2** Commodores Cup boats failing to finish within 3.5 hours of the start in CC Race Day races will be considered DNF. For the first races on CC Race Days, the R/C may determine that a competitor is too far behind to correct out of their position and may be finished in place. This would be done if motoring/sailing back to the starting area would facilitate an earlier start for the second race of the day.
- 13.3** Time limit changes for all races will be posted as described in rule 2.1(SI).
- 13.4** Time limits for the SYC Lipton Cup, Gulfstreamer Sprint Race, Double Handed Race, the St Augustine Dash, and the Old Timer's Memorial Regatta are noted in their respective Sailing Instructions.
- 13.5** The time reference for all boats shall be that which is provided by the National Institute of Standards and Technology time as broadcast by radio station WWV in Fort Collins Colorado. These may be accessed by telephone at 303-499-7111, Internet at <http://time.gov/widget.html> or by radio. The station radiates at 10,000 Watts on 5, 10, and 15 MHz; and 2500 Watts on 2.5 and 20 MHz. Each competitor is responsible for calibrating their own clocks.
- 13.6** All boats are strongly encouraged to use the RaceQs smartphone application (<http://raceqs.com/>) to track their boat in the races. This free application will allow competitors to replay the race, with an opportunity to see where they may have performed well, or poorly, with respect to the other boats in the fleet. In addition, since the application uses GPS time to report position and location it can serve as a verification of events on the water, possibly to verify the reported finish time, or interactions between boats in the event of a protest.

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1** U.S. Sailing [Protest forms](#) are available at HRYC and online. Protests shall be filed on a U.S Sailing Protest Form and be delivered within the protest time limit.
- 14.2** For the Commodores Cup Series the protest time limit is 12:00 of the day following the race. The same time limit applies to protests by the Race Committee and Protest Committee about incidents they observe in the racing area and to requests for redress. This changes rules 61.3 (RRS) and 62.2 (RRS).
- 14.3** Protests and time limits for the SYC Lipton Cup, Gulfstreamer Sprint Race, Double Handed Race, the St Augustine Dash, the Old Timer's Memorial Regatta are noted in their respective Sailing Instructions.
- 14.4** Protests shall be filed in person at HRYC.
- 14.5** Notices of protests by the Race Committee or Protest Committee will be posted in accordance to rule 2.1 of the Sailing Instructions to inform competitors under rule 61.1(b).

- 14.6 Protest hearings shall be scheduled within 5 days of being filed. All parties listed on the protest form will be advised of the date and time of protest. All protests hearings will be held at HRYC, 331 Beach St., Daytona Beach FL.
- 14.7 A list of boats that, under instruction 14.4, have acknowledged breaking rule 42 or have been disqualified by the Protest Committee will be posted before the protest time limit.
- 14.8 Breaches of instructions 16 and 24 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 14.9 Decisions of the Protest Committee will be final as provided in rule 64.
- 14.10 All boats shall carry at all times a US Sailing protest form and a standard protest flag.

15 SCORING

15.1 1. When eleven or more races have been completed in the Commodores Cup Series, a boat's series score will be the eleven best scores (2/3 + 1 of scheduled races), excluding her worst scores. Any yacht that competes in eight or more races (50% + 1 of scheduled races) will qualify for a final ranking. In the event that scheduled races are cancelled, the R/C reserves the right to reduce the number of races counted for awards purposes. This should be done consistent with the number of cancelled races.

2. Scoring will be the low point system.

3. Additional scoring points (RRS Appendix A11):

DNC (Did Not Complete) # of entrants +1	DNE (Disqualified, Not Excludable) # of entrants +1
DNS (Did Not Start) # of contestants +1	DGM (Disqualified, Gross Misconduct) # of entrants +5
OCS (Over Course Side) # of contestants +1	BFD (Black Flag Disqualification) # of entrants +5
DNF (Did Not Finish) # of finishers +1	ZFP (Z Flag Penalty) # of entrants + 20%
RET (Retired) # of entrants +1	SCP (Scoring Penalty Taken) # of entrants + 20%
DSQ (Disqualified) # of entrants +1	TLE (Time Limit Expired) last place +1

- 15.2 All boats shall be scored using their FCSA PHRF rating and corrected *time on distance*.
- 15.3 The Race Committee reserves the right to reclassify any boat at its discretion
- 15.4 Ties will be broken in accordance with the RRS Appendix A, Section 8.
- 15.5 If a competitor does not compete because they provide on the water R/C services (either as a mark or R/C flag boat) then redress will be provided as follows:
 - 1. A boat with less than 50% completed races will be awarded the better of last place for that race or the average of the completed races, and she shall be eligible for a final ranking in the series.
 - 2. A boat that has 67% or more completed races shall be awarded last place for that day, and this score shall be eligible to be thrown out of the final standings or be used as part of their final ranking.

16 SAFETY REGULATIONS

- 16.1 Check-in: Boats shall sail within hailing distance of the committee boat, and state their boat name and sail number and fleet.
- 16.2 A boat that retires from a race shall notify the race committee as soon as possible.

- 16.3** All boats shall carry all the necessary safety equipment required by law, regulation, or class rules.
- 16.4** All boats competing in the Commodores Cup Series shall comply with all ISAF Category 4 requirements
- 17 REPLACEMENT OF CREW OR EQUIPMENT**
- 17.1** Substitution of competitors will not be allowed without prior written approval of the Race Committee.
- 18 EQUIPMENT AND MEASUREMENT CHECKS**
- 18.1** A boat or equipment may be inspected at any time for compliance with the class rules, the HRYC Rating Policies and Rules, the Sailing Instructions and all other rules and policies that apply. On the water, a boat may be instructed by a Race Committee to proceed immediately to a designated area for inspection.
- 19 OFFICIAL BOATS**
- 19.1** Official boats will be marked with a race committee flag.
- 20 SUPPORT BOATS**
- 20.1** All support boats shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have started the race, the Race Committee signals a postponement, general recall or abandonment.
- 21 RADIO COMMUNICATION**
- 21.1** A boat shall neither send nor receive any radio, mobile phone or Wi-Fi network transmissions while racing that are not available to all boats.
- 22 PRIZES**
- 22.1** Prizes will be given as follows:
- 1st, 2nd and 3rd in all classes with four or more boats competing
 - 1st and 2nd in all classes with less than four boats competing
- 23 DISCLAIMER OF LIABILITY**
- 23.1** The Race Committee will be in charge of all scheduled races. The Race Chairman or his designate will have final decision over management issues of the race, including, but not limited to whether a boat will be allowed to compete, penalties (except protest – which will be over-seen by the protest committee), scoring, eligibility of yachts to race and time limits.
- Despite the schedule to race and despite the Race Committee’s decision to race, it is **ALWAYS** the skipper’s decision whether he, his vessel and/or his crew should participate in any race. The responsibility of the decision to race and any and all consequences lie **SOLELY** with the skipper, captain or owner/operator of the vessel. **YOU ARE RESPONSIBLE FOR THE SAFETY, HEALTH AND WELFARE OF YOUR VESSEL AND ANYONE ABOARD! YOU ARE FURTHER RESPONSIBLE FOR ACTIONS TAKEN BY YOUR CREW AND DAMAGE TO, OR CAUSED BY, YOUR VESSEL. THIS SHOULD ALWAYS GUIDE YOUR DECISION TO RACE**

AND YOUR ACTIONS WHILE RACING. The Race Committee accepts *NO* responsibility for your decision to race and the consequences that accompany it.

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

24 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$250,000.00 (USD).

Appendix A- Course Descriptions

A.1 Race Course Descriptions and Diagrams:

The following provides a description of the possible race courses to be set by the R/C for the Commodores Cup Race Series. In most cases, the courses will be set such that marks are left to port. See Appendix A.2 for a discussion on the course layout and length of course legs for different sailing conditions.

For all courses, see the Sailing Instructions for possible changes to the finish line from what is drawn here.

Windward-leeward Course (WL)

This course consists of a start with a first leg to windward followed by a leeward leg back to the start/finish line. This may be repeated for multiple times to complete a race. Competitors may round either the committee boat or the pin end of the line when completing more than one lap.

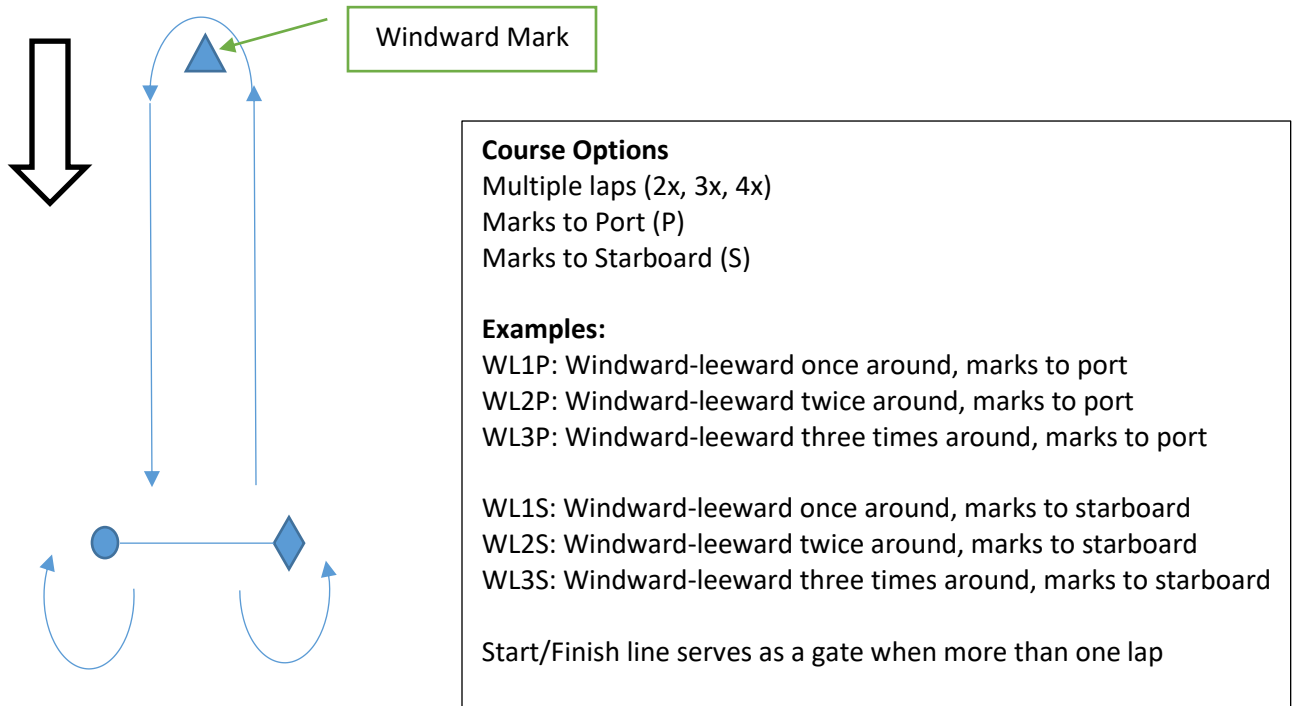


Figure 1 - Windward - Leeward Course

Triangular Course (T)

This course consists of a start with a first leg to windward followed by a reach leg to a gybe mark and a reach leg back to the start/finish line. This may be repeated for multiple times to complete a race. Competitors must round the committee boat end of the line when completing more than one lap.

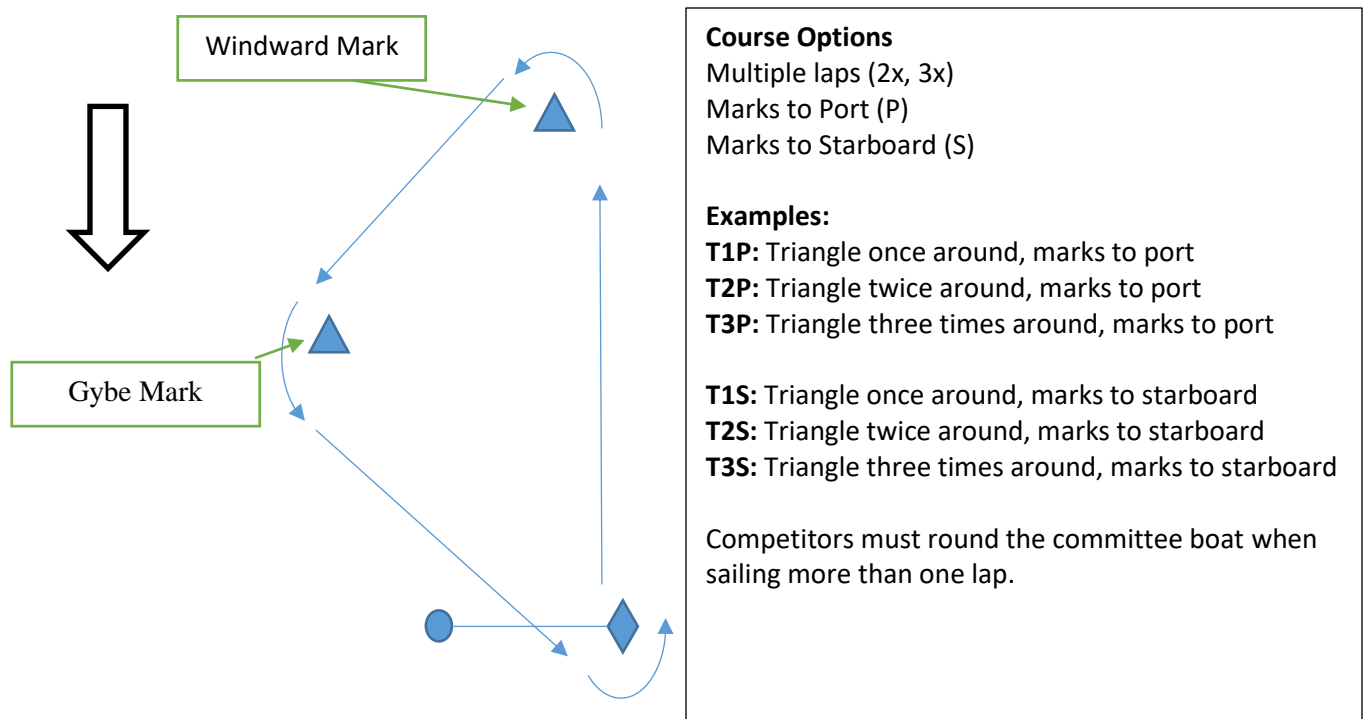
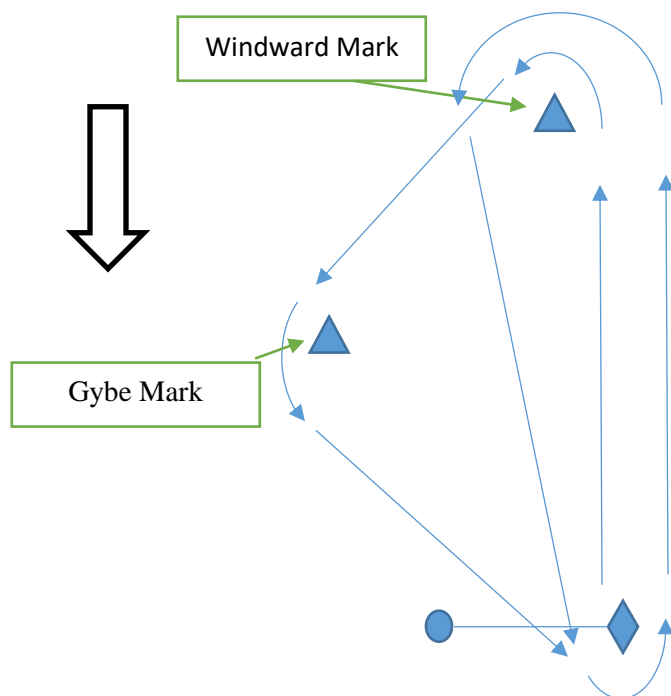


Figure 2 - Triangular Course

Triangle – Windward – Leeward Course (TWL) or Windward – Leeward – Triangle (WLT)

This course consists of a start with a first leg to windward followed by a reach leg to a gybe mark and a reach leg back to the start/finish line, followed by a windward leg and then a leeward leg. Either the triangle or windward-leeward segments may be repeated for multiple times to complete a race.

Competitors must round the committee boat end of the line when completing the triangular segments, and may treat the line as a gate if multiple windward-leeward segments are required.



Course Options

Multiple laps (2x, 3x)

Marks to Port (P)

Marks to Starboard (S)

Reaching finish – triangle last (WLT)

Examples:

T1WLP: Triangle, windward-leeward once around, marks to port

T2WLP: Triangle twice around, windward-leeward, marks to port

T3WLP: Triangle three times around, windward-leeward, marks to port

T1WL2P: Triangle once around, windward-leeward twice around, marks to port

WL2T1P: Windward-leeward twice around, triangle reaching finish, marks to port

Start/Finish line serves as a gate when sailing on a windward - leeward lap

Figure 3 – Triangle - Windward - Leeward Course

A.2 Race Course Choice and Length:

The U.S. Sailing Race Management Handbook (2009, 5th edition, online at [US Sailing](#), membership login required) has been consulted for advice on both course geometry and course length for our fleet and possible wind conditions. It is felt that objective guidance from our national organization is the best source for our race management decisions, both on and off the water. Chapter 6 of this document (pg. 151-168), titled *Course Configuration*, is the focus of our attention for course related decision-making.

From page 153, in the section “Types and numbers of reaches” it states that equilateral triangles should be used for high performance boats such as catamarans and either isosceles or irregular triangles (with one broad and one tight reach) should be used for monohulls. We will avoid the use of equilateral triangles for this reason.

On the same page the discussion on the role of downwind legs is taken to heart, especially for our disparate fleet in the HRYC Commodores Cup Series.

Runs are at least as tactical as beats. They afford an opportunity for a trailing boat to catch and pass a leading boat and to obtain right-of-way at mark roundings simply by obtaining an inside overlap near the leeward mark.

Runs are equally tactical in both light and heavy air, and in shifting and steady breezes. In light air, where reaches are less tactical, runs are far more desirable when designing courses. Probably the best light air race is a windward-leeward (twice or three times around).

The use of the leeward gate is another feature that can add to the strategy of a race, especially with the presence of a current or trend in wind shifts. We can have this feature by using the start/finish line as a leeward gate.

The handbook provides a series of tables (6.6, 6.7, 6.8) to assist in deciding the length of course and course geometry. These decisions are important for races with more than one race scheduled, or any other time constraint that may exist (such as a change in weather late in the day).

Course geometry is presented in table 6.8 where it is suggested that windward-leeward courses should be used for PHRF fleet racing in all wind speeds. The reason for this suggestion is that there is very little tactical contribution for a monohull fleet sailing on a reach leg. There is little that a boat behind can do to improve their position, unless they have a longer waterline than the boats ahead. A heterogeneous fleet sailing downwind requires that all boats must seek their best speed to the mark, a path that often requires gybing, crew work, and consideration of changes to the wind field. The handbook states that fleets are more likely to be compressed on downwind legs and stretched out on reach legs.

In the spirit of appeasing the most sailors possible, a variety of courses will be used on any day possible. The goals of the R/C are that we create races that challenge our participants, and favor those where tactics and crew work are performed well.

Race course terms:

Committee Boat: The end of the starting line marked by the Race Committee boat. Usually the starboard end of the line when facing upwind. The Committee Boat flies the flags and sounds the horns to signal the racers and records start and finish times.

Pin: The end of the starting line marked by a buoy. Usually the port end of the line when facing upwind.

Open Line: Racers can cross the start/finish line during the race. This is the case unless the Sailing Instructions say otherwise.

Closed Line: Racers are not allowed to cross the start/finish line while racing except while starting, or finishing, their race. This is sometimes called a Closed Gate.

Weather Mark (or Windward Mark): The mark buoy that is the most upwind.

Lee Mark: The mark buoy that is the most downwind.

Gybe Mark: The second mark on a triangle course, where you must gybe to stay on the course.

Windward Leg: A leg of the race where you must sail close-hauled and tack to reach the next mark.

Reaching Leg: A leg where you can sail on a reach and do not need to tack or gybe to reach the next mark.

Downwind (leeward) Leg: A leg where you must sail, more or less, straight downwind to reach the next mark and you may need to gybe one or more times.

Marks Left to Port: When you round a mark, you pass it so that the mark stays on the port (left) side of your boat. Most fleet racing courses are designed this way, particularly for the first windward mark.

Marks Left to Starboard: When you round a mark, you pass it so that the mark stays on your right side. Most match-racing courses are designed this way, particularly the America's Cup.