



BIG TOM YACHT RACING 2020 WEDNESDAY NIGHT SERIES SAILING INSTRUCTIONS

07 July 2020

The Big Tom Wednesday Night Series (BTWNS) is a welcoming and inclusive event designed to provide interesting and fun racing for experienced competitors and novice racers alike.

1. RULES:

The Big Tom Wednesday Night Series (BTWNS) is governed by, in reverse order of prevailing authority, the United States Sailing Association, The Racing Rules of Sailing 2017-2020 (RRS) the Notice of Race, and the Sailing Instructions. With the exception of specifically designated one-design classes, all boats are considered entered as "PHRF Class," and are required to sail and adhere to the Yacht Racing Association of Long Island Sound (YRALIS 2020) PHRF regulations. Note that this applies to any one-design boat sailing in a PHRF Class division.

YRA of LIS regulations require PHRF events to have a "Technical Committee" to adjudicate any PHRF certificate compliance issues. City Island Yacht Club (CIYC), as the organizing authority, has elected to use the YRALIS Technical Committee, if necessary. See the YRALIS website further information regarding the Technical Committee.

Non-PHRF (one-design) classes may have a rules addendum specific to those respective divisions. All boats shall have a minimum crew of two people on board at all times.

Note that crew weight limit penalties and weight credits are not in effect for the Wednesday series, and are no longer in effect for any YRA races. BTWNS may require an entry to change sail numbers to avoid conflict with boats previously registered in the series. All boats shall properly display the sail number indicated on the scratch sheet.

2. SPECIAL SAFETY RULES:

Special attention is called to the following:

- On any given race, the combination of wind, water and tide may mitigate against yachts of a certain size or draft. It is the responsibility of each skipper to decide whether it is both safe and prudent to race.
- The COVID-19 Pandemic brings special considerations to yacht racing. It is the responsibility of each skipper to interpret, follow and enforce governmental guidelines regarding the Pandemic on their boat. In particular, wearing of face masks and maintaining social distance on each boat should be encouraged as long as these government guidelines remain in effect.
- All yachts, regardless of size are required to meet navigation light requirements as specified in US Coast Guard COLREGS for vessel greater than seven (7) meters.

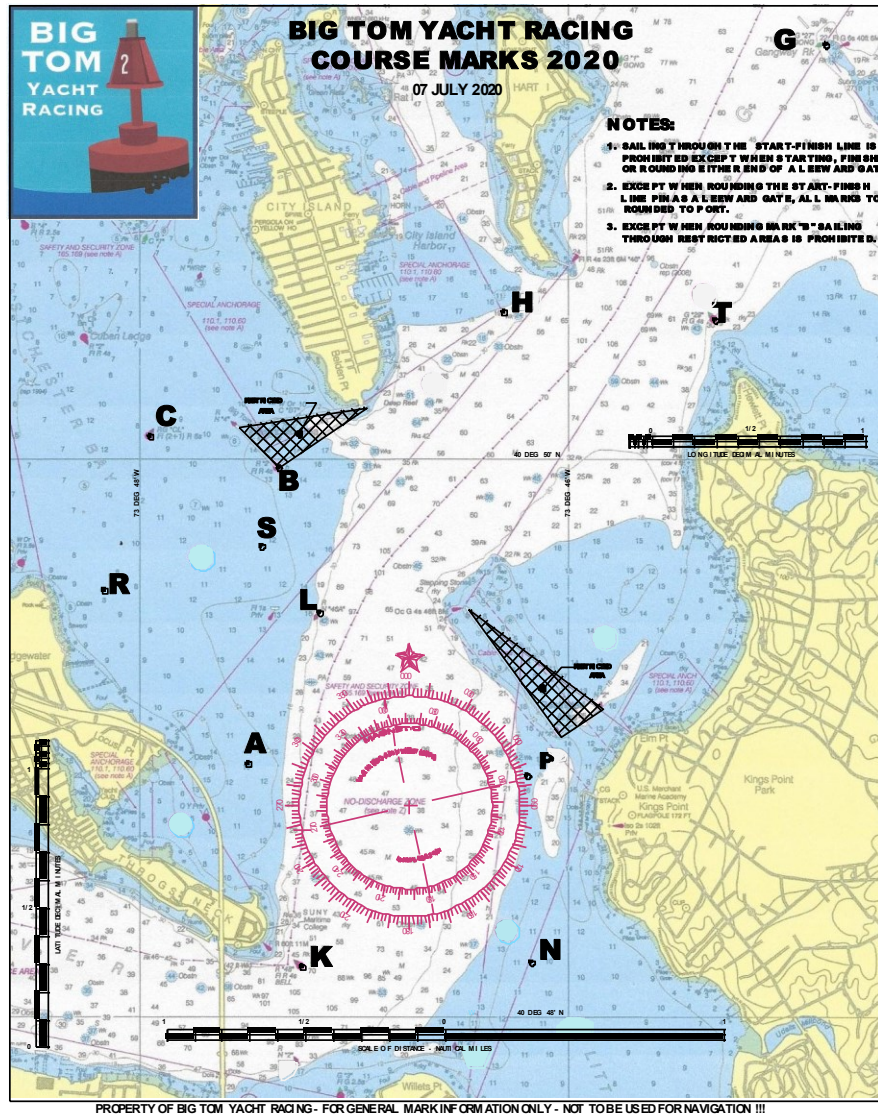
- Regardless of yacht racing rules, all yachts MUST yield right of way to commercial traffic. All yachts must also comply with the COLREGS when meeting other sail or powered vessels not racing.
- All vessels must render assistance to any vessel in distress, whether that vessel is racing or not.
- Failure to adhere to the above rules may result in disqualification from the race and/or series.

3. NOTICES TO COMPETITORS:

Any changes to these Sailing Instructions or other documents will be posted on the event’s Yachtscoreing web site by 3:00pm of the day of the race and will remain effective for the remainder of the series. Pertinent race documents are also posted on this web site.

4. LOCATION:

The series is to be sailed in the general vicinity of Eastchester Bay and nearby waters. A Chart of the racing area, “BIG TOM YACHT RACING COURSE MARKS – 2020”, is provided below. This chart is also available as a stand alone document on the event’s Yachtscoreing web site.



5. SCHEDULE:

A series of 16 races was originally scheduled for each Wednesday from May 20, 2020 through Sept 2, 2020. However, due to the COVID-19 Pandemic, the start of racing has been delayed until June 17, 2020.

The race on June 17 will be an informal, practice race that will not count in the season standings. The first official race that will count towards the standings will be held as soon as possible thereafter. An announcement will be made on the Yachtscoring web site as to when official racing will start.

6. START TIME:

Unless there are delays the first warning gun will be at 6:55 PM with the first division starting at 7:00 PM.

7. MARKS:

The marks used for various courses are shown on the "BIG TOM YACHT RACING COURSE MARKS – 2020" chart shown above.

Marks will consist of a combination of fixed government marks and fixed non-government buoys set by Big Tom Yacht Racing. Descriptions and approximate locations of the marks are below. This is also available as a stand alone document on the event's Yachtscoring web site.

Big Tom Yacht Racing

Mark Locations 2020

7-Jul-20

MARK	Type	Description	Latitude	Longitude
			(North)	(West)
S	BTYR	New Fixed BTYR Start Mark	40°-49' 41.7"	073°-47' 26.2"
A	BTYR	Private BTYR Mark East of Throgs Neck Bridge Causeway (Unlit)	40°-48' 54.5"	073°-47' 30.0"
B	Gov't	Big Tom Red Buoy "2" (Fl Red 4 sec)	40°-49' 58.3"	073°-47' 21.6"
C	Gov't	Cuban Ledge Mid Channel Marker Red/Green "CL" (Fl Red 2+1)	40°-50' 05.0"	073°-47' 57.5"
G	Gov't	Gangway Rock Green Gong "27" (Unlit)	40°-51' 29.8"	073°-44' 48.5"
H	BTYR	Private BTYR Mark SSW Off Hart Island (Unlit)	40°-50' 32.1"	073°-46' 18.6"
K	Gov't	Fort Schuyler Red Bell "48" (Fl Red 4 sec)	40°-48' 11.0"	073°-47' 15.0"
L	Gov't	Main Channel Mark South of Big Tom - Red Nun "46A" (Unlit)	40°-49' 26.6"	073°-47' 09.9"
N	BTYR	Private BTYR Mark in Little Neck Bay (Unlit)	40°-48' 11.0"	073°-46' 10.3"
P	BTYR	Private BTYR Mark off Kings Point (Unlit)	40°-48' 53.1"	073°-46' 12.7"
R	BTYR	Private BTYR Mark off Mouth of Weir Creek (Unlit)	40°-49' 31.7"	073°-48' 09.7"
T	Gov't	Hewlett Point Green "29" (Fl Green 4 sec)	40°-50' 30.2"	073°-45' 20.0"

NOTE: As a special note with respect to mark "G": the mark is Gong "27" quite close to the Gangway Rock Day Mark and rock outcropping on which the light tower is mounted. To correctly round mark "G", one sails between Gong "27" and the rock outcropping for the Gangway Rock Day Mark light tower, leaving Gong "27" close to port.

The following table of approximate distances and bearings between marks is provided. This table is also available as a stand-alone document on the event's Yachtscoring web site.

Big Tom Yacht Racing

Table of Approximate Distance and Magnetic Bearing Between Marks

7-Jul-20

		From											
		S	A	B	C	G	H	K	L	N	P	R	T
To													
S			0.79 nm 016°	0.28 nm 204°	0.55 nm 147°	2.70 nm 240°	1.20 nm 236°	1.52 nm 007°	0.33 nm 333°	1.79 nm 340°	1.23 nm 323°	0.58 nm 085°	1.79 nm 256°
A		0.79 nm 196°		1.07 nm 198°	1.23 nm 176°	3.30 nm 231°	1.86 nm 221°	0.75 nm 358°	0.59 nm 218°	1.24 nm 318°	0.98 nm 284°	0.80 nm 153°	2.29 nm 238°
B		0.28 nm 024°	1.07 nm 018°		0.47 nm 116°	2.47 nm 244°	0.98 nm 247°	1.79 nm 010°	0.54 nm 356°	2.00 nm 346°	1.40 nm 334°	0.75 nm 066°	1.63 nm 263°
C		0.55 nm 327°	1.23 nm 356°	0.47 nm 296°		NOT POSS	NOT POSS	1.98 nm 357°	0.88 nm 329°	2.32 nm 337°	1.79 nm 325°	0.57 nm 029°	NOT POSS
G		2.70 nm 060°	3.30 nm 051°	2.47 nm 064°			1.49 nm 062°	3.80 nm 042°	2.72 nm 054°	NOT POSS	NOT POSS	3.22 nm 065°	1.06 nm 034°
H		1.20 nm 056°	1.86 nm 041°	0.98 nm 067°				2.46 nm 030°	1.26 nm 044°	NOT POSS	NOT POSS	1.73 nm 067°	0.75 nm 285°
K		1.52 nm 187°	0.75 nm 178°	1.79 nm 190°	1.98 nm 177°	3.80 nm 222°	2.46 nm 210°		1.27 nm 195°	0.81 nm 282°	1.05 nm 241°	1.52 nm 165°	NOT POSS
L		0.33 nm 153°	0.59 nm 038°	0.54 nm 176°	0.88 nm 149°	2.72 nm 234°	1.26 nm 224°	1.27 nm 015°		1.46 nm 342°	0.92 nm 323°	0.77 nm 109°	1.75 nm 246°
N		1.79 nm 160°	1.24 nm 138°	2.00 nm 166°	2.32 nm 157°	NOT POSS	NOT POSS	0.81 nm 102°	1.46 nm 162°		0.69 nm 191°	2.02 nm 144°	NOT POSS
P		1.23 nm 143°	0.98 nm 104°	1.40 nm 154°	1.79 nm 145°	NOT POSS	NOT POSS	1.05 nm 061°	0.92 nm 143°	0.69 nm 011°		1.63 nm 126°	NOT POSS
R		0.58 nm 265°	0.80 nm 333°	0.75 nm 246°	0.57 nm 209°	3.22 nm 245°	1.73 nm 247°	1.52 nm 345°	0.77 nm 289°	2.02 nm 324°	1.63 nm 306°		2.37 nm 258°
T		1.79 nm 076°	2.29 nm 058°	1.63 nm 083°	NOT POSS	1.06 nm 214°	0.75 nm 105°	NOT POSS	1.75 nm 066°	NOT POSS	NOT POSS	2.37 nm 078°	

NOTES:

- The course boxes shaded in yellow indicate that the rhumb line course between the marks **CANNOT BE SAILED DIRECTLY** as it crosses land, rocks, shallows, restricted areas or other obstructions. Use these courses with **CAUTION !!!**
- The above information is provided for convenient guidance only. It is NOT TO BE USED FOR NAVIGATION!. The skipper of each vessel remains solely responsible for the safe navigation of their vessel.

8. STARTING AND FINISHING:

Yachts **MUST** hail and check in with the race committee boat (and receive acknowledgement) prior to starting. The check in hail must be done by safely approaching the stern of the committee boat and verbally hailing the committee. **Do not check in via VHF.**

The race committee will set a start-finish line between an orange flag on the committee boat and a fixed yellow start buoy, "S". The "S" mark is about one quarter mile to the southwest of Buoy "R-2" (Big Tom). The location of mark "S" will remain fixed throughout the series.

The starting sequence will be signaled from the committee boat in accordance with the RRS.

Yachts will start by sailing through the start-finish line leaving the committee boat to starboard.

Yachts will finish by sailing through the start-finish line in the direction from the last mark of the course.

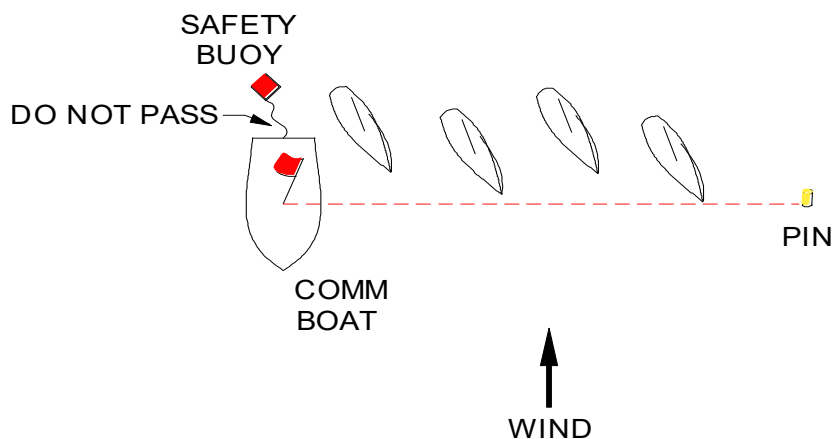
The committee boat will remain on station throughout the race and will not switch sides with respect to the "S" mark. However, at the discretion of the race committee, the finish line may be shortened by moving the committee boat closer to the "S" mark.

In the event of a shortened course, the race committee will make the appropriate signals as required by RRS **and** will make an announcement on VHF Channel 72.

After starting and before finishing, sailing through the start-finish line is **PROHIBITED** on any leg of the course unless a yacht is rounding either end of the start-finish line as a leeward "gate" (see below).

9. SAFETY BUOY AT START:

To prevent contact with the committee boat, the race committee boat will stream a "Safety Buoy" behind the committee boat at the start of all divisions. No yacht may pass between the safety buoy and the committee boat. Collectively, the committee boat, safety buoy and all connecting lines and fittings between them constitute the start mark and touching any of this equipment constitutes "touching a mark" and requiring exoneration in accordance with the RRS (360 deg penalty turn as soon as possible).



The safety buoy will be removed after all divisions have started.

Note: As per RRS the anchor rode of the committee is NOT part of the mark. Contact with the anchor rode only does not constitute a violation of RRS Rule 31, unless contact is made with the committee boat also.

10. STARTING SEQUENCE:

Divisions will start in the order they are numbered (1,2,3,4):

1. Spinnaker
2. J/24 One Design
3. Non-Spinnaker 1
4. Non-Spinnaker 2

The race committee will make starting signals required by the RRS including, in particular, the use of Division flags.

Whenever possible, 5 minute “rolling starts” will be used. This means the warning signal for the next class will be made simultaneously with the start signal for the preceding class. In all cases the visual signals of the RRS govern.

Yachts shall stay well clear of the start-finish line until their preparatory signal.

Any boat not crossing the start-finish line within 4 minutes of its division start will be scored “DNS” (Did Not Start).

11. COURSES:

The courses for each division will be determined by the Principal Race Officer (P.R.O.) and Race Committee prior to the start of each evening’s races.

The P.R.O. and Race Committee have the discretion to post any course that is a logical sequence of mark letters for the prevailing wind conditions on the night of the race.

The P.R.O. and Race Committee will always take into account basic safety considerations in determining the courses, including, but not limited to:

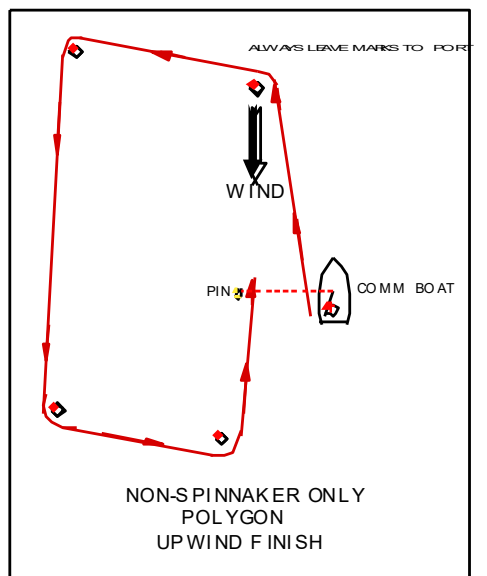
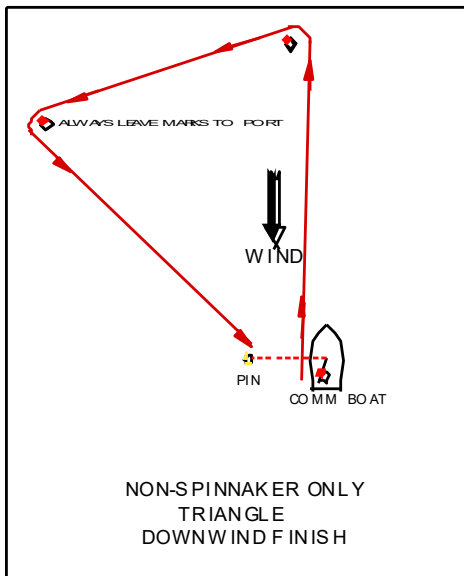
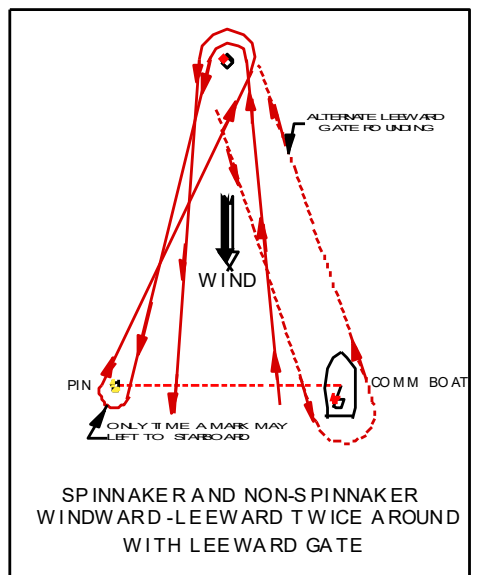
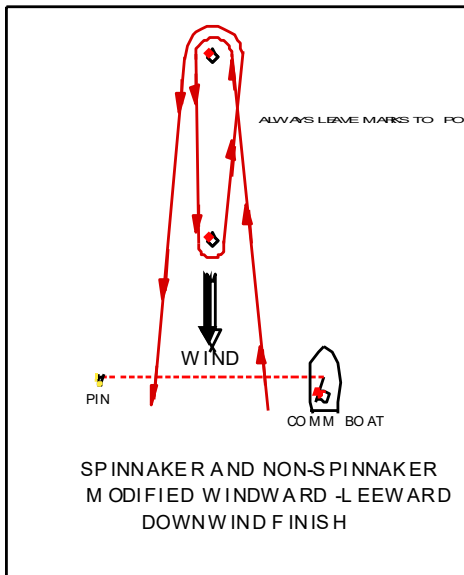
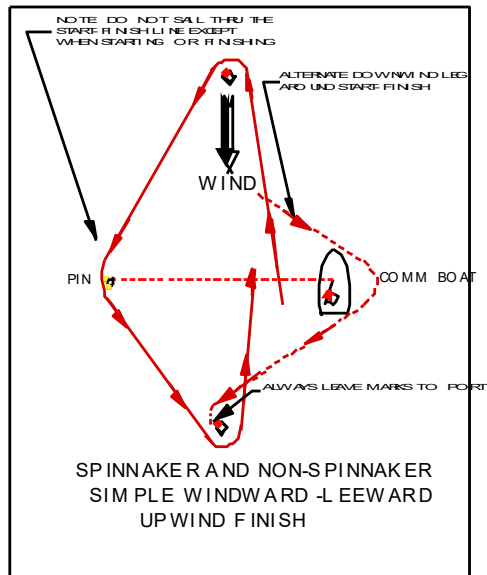
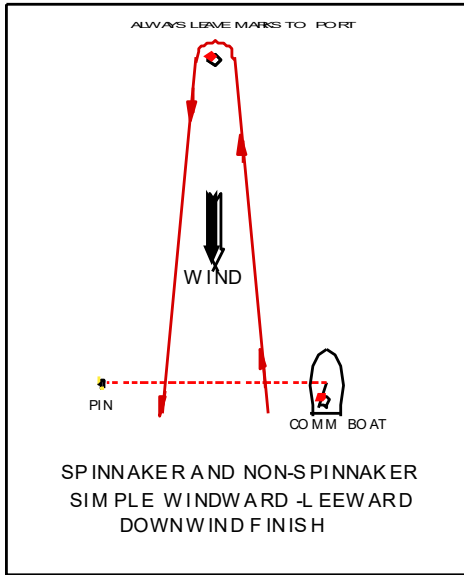
- Wind strength, wind direction, visibility, weather forecast, etc
- Having all divisions finish in the same direction upwind or downwind
- Avoiding the possibility of yachts racing in different divisions approaching the same mark from conflicting directions
- Etc

When possible, J/24 one design yachts will sail shorter windward-leeward courses. If conditions permit, a second race **may** be sailed for the J/24’s as long there is **no conflict** with other divisions safely starting, finishing or sailing their courses.

Spinnaker yachts will primarily be given windward-leeward courses.

Non-spinnaker yachts will receive a combination of non-spinnaker “navigator” courses and windward-leeward courses with an aim towards providing about 50% of each type of course over the duration of the season.

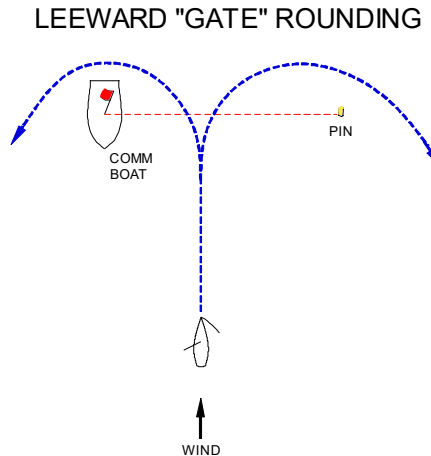
The following diagrams illustrate the general types of courses that may be offered for spinnaker and non-spinnaker yachts on any given evening.



12. TWICE AROUND “LEEWARD GATE” COURSES:

For windward-leeward courses the race committee may at its discretion, signal a twice around course through a leeward gate formed by the start-finish line. Such courses will be posted with a numeral of “2” following the mark designator letter.

In the case of a twice around course, a yacht will complete the first downwind leg by sailing through the “gate” formed by the start-finish line and choose to round either the committee boat end of the start finish line (leaving the committee boat to port) or the pin of the start-finish line (leaving it to starboard - note: This is the ONLY TIME a yacht may round a mark to starboard).



Note: All right of way and mark rounding rules of the RRS apply when rounding either end of a leeward gate.

13. COURSE POSTINGS:

Courses will be posted on a course board on the committee boat by directly posting the designator letters for the sequence of marks forming the course for each division. **Course “codes” will NOT be used.**

The “S” mark, designating one end of the start-finish line, will NOT be posted on the course board and it is to be understood that the “S” mark is the **FIRST** and **LAST** mark of each course. For example, a non-windward-leeward “navigator” course posted as “K”-“P” is understood to be equivalent to “S”-“K”-“P”-“S”.

For illustration, the course board will appear similar to the following (with example courses):

DIV	COURSES			
DIV 1	K	2		
DIV 2	A			
DIV 3	K	L	K	
DIV 4	A	P		

To clarify the above example courses (also see the diagram illustrating these courses on the next page):

1. Spinnaker – Sails to “K” twice around with the start-finish line as a “leeward gate”
2. J/24 One Design – Starts through the start-finish line, sail to the “A” mark and return
3. Non-Spinnaker 1- Sails to “K” then “L” then to “K” again and back through the start-finish line
4. Non-Spinnaker 2 – Sails to “A” then “P” then back through the start-finish line

Except when rounding the pin end of the start-finish line used as a “Leeward Gate” (see below), all marks shall be rounded to PORT (leaving the mark to the port side of the yacht rounding it).

14. RESTRICTED AREAS:

There are two restricted areas shown on the “BIG TOM YACHT RACING COURSE MARKS -2020” Chart:

1. The area just to the southwest of City Island formed by a triangle bounded by Belden Point, Big Tom Buoy “R2” and Red Nun “4”.
2. The triangle bounded by Stepping Stones Lighthouse and Red Nuns “2” and “4” off Kings Point.

Except when rounding Mark B as a Mark of the course, sailing through these restricted areas is **PROHIBITED**.

15. RECALLS:

In the event of individual or general recalls, in addition to making the signals required by RRS Rule 29.1, the race committee will attempt to hail the recalled yacht(s) on VHF Channel 72.

In the event of a General Recall for a division start, that division’s start will go to the “back of the line” of “rolling starts” and it will start after the last division start of the starting order. Boats in the recalled division shall stay well clear of the next division starters while returning to the starting area and awaiting its start.

16. TIME LIMITS:

The first boat in each division must finish by 9:30 PM. The remaining boats in each division have until 9:45 PM to finish. Those boats not finishing will be scored “DNF” (Did Not Finish).

17. RADIO COMMUNICATIONS:

The race committee will monitor VHF Channel 72. While visual and sound signals required by RRS 2017-2020 take precedence, the race committee will attempt to broadcast pertinent race related information on this channel.

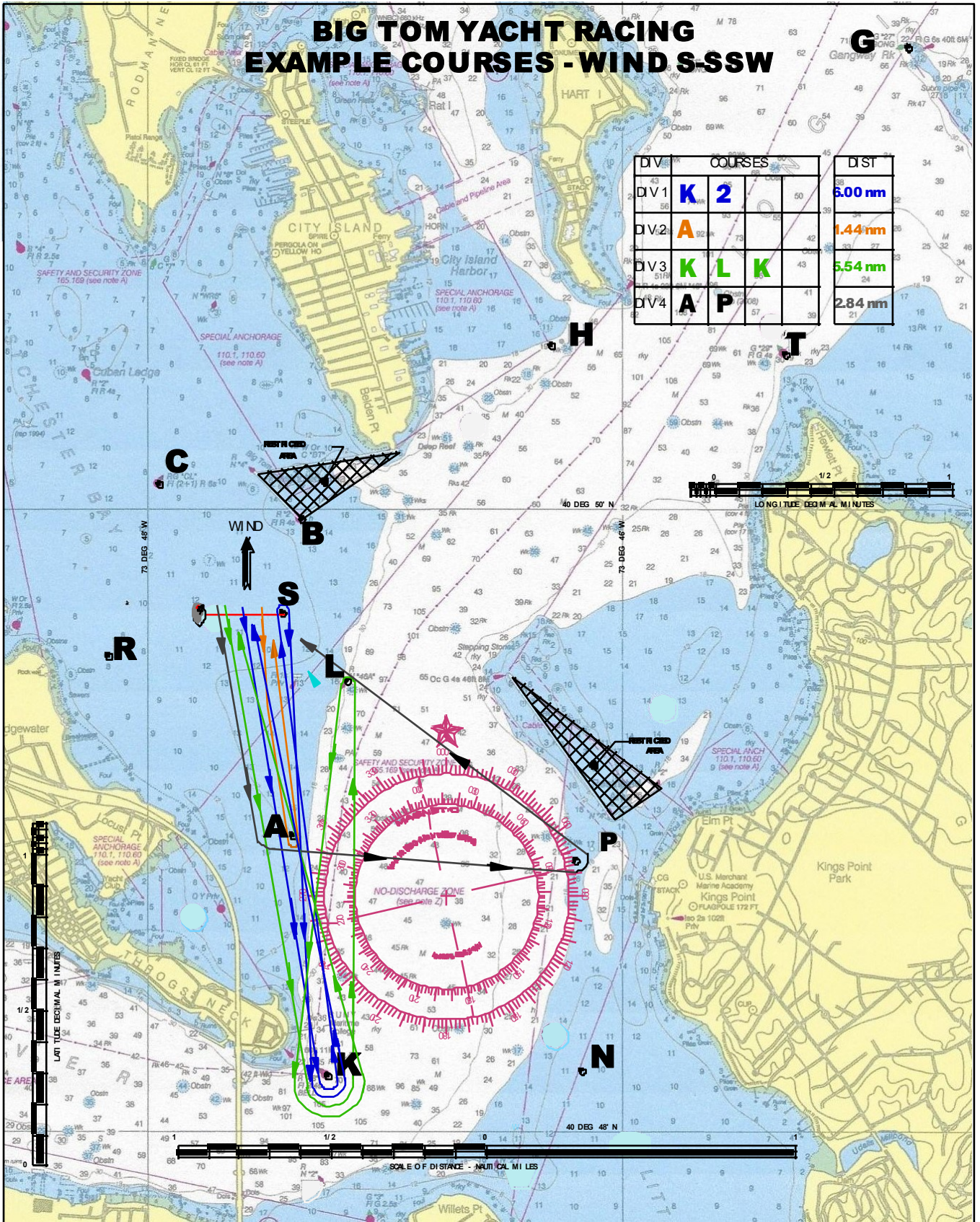
18. MENTORING:

For new racers, without guarantee, the organizers of Big Tom Yacht Racing will endeavor to provide suitable “mentors” to familiarize them with racing in this event. Every effort will be made to provide a mentor for any yacht requesting it. If possible mentors will be provided for 2-3 races per yacht and will be distributed through the season. However, the number of mentors is limited and they can only be provided on a “first come / first served” basis.

Please send an email to BigTomWNS@cityislandyc.com if you are interested in receiving mentoring.

BIG TOM YACHT RACING EXAMPLE COURSES - WIND S-SSW

DIV	COURSES			DIST
DIV 1	K	2		5.00 nm
DIV 2	A			1.44 nm
DIV 3	K	L	K	5.54 nm
DIV 4	A	P		2.84 nm



PROPERTY OF BIG TOM YACHT RACING - FOR GENERAL MARKING INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION !!!

19. PROTESTS:

Competitors must familiarize themselves with RRS Part 5 regarding the procedures to file a protest or to request redress. A boat intending to protest another boat must perform all the following:

1. Hail the protested boat and display a red protest flag at the first reasonable opportunity (RRS Rule 61.1)
2. Hail the Race Committee upon or immediately after finishing via voice or on VHF Channel 72. Boats should stay well clear of the committee boat and other finishers when doing this.
3. File a written protest within 90 minutes after the race.

Written protests may be emailed to BigTomWNS@cityislandYC.org within the time limit or alternatively may be hand delivered one of the following representatives of Big Tom Yacht Racing within the time limit.

- Rich Coar (CHAIKA) – City Island YC
- Charles Hurd (EXCALIBER) – City Island YC
- Matt Stainback (SCOUT) – Harlem YC
- Peter Trunfio (ANNANDALE) – Harlem YC
- Dave Zielinski (Principal Race Officer) – City Island YC
- Walter Ziobro (SHEARWATER) – City Island YC

Written protests shall **NOT** be delivered or attempted to be delivered to the committee boat under any circumstances.

Written protests shall be filed on standard US Sailing Protest Forms available on the event's Yachtscoring web site. A sample is provided at the end of the sailing instructions.

Pending protests will be noted on the score sheet for each race, pending the results of the protest.

Protest hearings will be scheduled as necessary by the Big Tom Yacht Racing Protest Committee.

If, as a result of the protest hearing, a boat is found at fault a **NON-EXCLUDABLE "DSQ"** will be earned by that boat for the protested race.

20. PENALTIES

Competitors must familiarize themselves with RRS Rule 44 regarding procedures for exonerating themselves if they may have breached a rule in Part 2 of the RRS (two turn penalty) or if they may have breached RRS Rule 31, Touching a Mark (one turn penalty).

If a boat has any doubt about whether it violated a rule or not, it is strongly suggested that the boat performs a penalty to exonerate itself as per RRS 44 to **AVOID A NON-EXCLUDEABLE "DSQ"**. Any boat performing a penalty under RRS Rule 44 shall so inform the race committee upon or immediately after finishing by hailing the race committee via voice or on VHF Channel 72 staying well clear of the committee boat and other racers while doing so.

21. IMPORTANT NOTICE TO COMPETITORS:

Boats sailing in the vicinity of the race course but not intending to race shall notify the Race Committee prior to their preparatory signal, or risk being scored as a starter.

22. SCORING:

For PHRF Spinnaker and Non-Spinnaker divisions, scoring will be done using PHRF Time on Time computation. Finish position for PHRF divisions will be established on corrected time using time on time factors derived from a boats PHRF certificate rating and the formula $F=600/(480+PHRF)$.

Overall scoring for the series for the PHRF Spinnaker and Non-Spinnaker divisions will be calculated using the Cox-Sprague scoring system. Qualifying yachts will be scored for the series based on the average of their best Cox-Sprague scores in half the races sailed for their division plus one.

Finish positions in the J/24 one design division will be determined in the order of finishers. Overall scoring for the J/24 one design division will be a modified low point scoring system.

Multiple throw-outs may be earned by yachts continuing to sail in more than the minimum number of races required to qualify.

23. RACE COMMITTEE DUTY:

Should an entrant's boat be called upon to perform Race Committee duty for a race, 3 or 4 members of the entrant's crew shall be obligated to do so and follow the directions of the PRO. Failure of an entrant's crew to perform race committee duty when called upon shall result in a NON-EXCLUDABLE "DSQ" for the entrant for that race and may result in a refusal of entry in future Big Tom Yacht Racing Events.

24. DOCUMENTS:

Documents available on the event's Yachtscoring web site, include:

- BIG TOM YACHT RACING NOTICE OF RACE – 2020
- BIG TOM YACHT RACING SAILING INSTRUCTIONS – 2020 (dated 07 July 2020)
- BIG TOM YACHT RACING COURSE MARKS – 2020 (dated 07 July 2020)
- BIG TOM YACHT RACING MARK LOCATIONS – 2020 (dated 07 July 2020)
- BIG TOM YACHT RACING DISTANCE AND BEARINGS BETWEEN MARKS – 2020 (dated 07 July 2020)

25. ADDITIONAL INFORMATION:

Additional information can be obtained by contacting BigTomWNS@cityislandyc.org.



Protest Form

also for requests for redress and reopening

Fill in and check as appropriate

Date & time received _____

Received by _____ Filing no. _____

Protest time limit _____

1. **EVENT** _____ Organizing authority _____ Date _____ Race no. _____

2. **TYPE OF HEARING**

Protest by boat against boat

Protest by race committee against boat

Protest by protest committee against boat

Request for redress by boat or race committee

Consideration of redress by protest committee

Request by boat or race committee to reopen hearing

Consideration of reopening by protest committee

3. **BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING**

Class _____ Sail no. _____ Boat's name _____

Represented by _____ Tel. _____ Email _____

4. **BOAT(S) PROTESTED OR BEING CONSIDERED FOR REDRESS**

Class _____ Sail no. _____ Boat's name _____

5. **INCIDENT**

Where and when the incident occurred _____

Rule(s) alleged to have been broken _____ Witness(es) _____

6. **INFORMING PROTESTEE** How did you inform the protestee of your intention to protest?

By hailing When? _____ Word(s) used _____

By displaying a red flag When? _____

By informing her in some other way Give details _____

7. **DESCRIPTION OF INCIDENT**
(use another sheet if necessary)

Diagram: one square = one hull length
Show position of boats, wind and current direction, marks.

