

# THURSDAY NIGHT RACING SERIES 2022

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## NOTICE OF RACE



### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in the [Racing Rules of Sailing](#), including the US Sailing Prescriptions; the current PHRF regulations, as administered by the PHRF-MA; except as any of these are changed by this Notice of Race and/or by the Sailing Instructions.

### 2 ELIGIBILITY AND ENTRY

- 2.1 The series is primarily focused on the Class of 8 J80s that are owned by the Hoboken Sailing Club (HSC) and this class will always be the first start of the racing series. Each J80 must have at least one qualified Racing Skipper in order to enter the series. Boats are allowed to have multiple Racing Skippers to mitigate scheduling concerns.
- 2.2 The series is also open to all sailing yachts in and around the New York Harbor area that are at least 24' in length. Each Yacht must have a current year PHRF certificate from the PHRF-MA submitted no later than two days before the before the race a yacht wishes to participate in. Weight and crew limits as pertaining to PHRF certificates will be waived for the series. Any Yachts racing in a one design class must comply with the requirements of that class.
- 2.3 Yachts owned by the HSC can also be entered with at least one qualified Racing Skipper and will participate in the PHRF race which will either be the same or a separate start.
- 2.4 Entry can be made on [Yachtscoring.com](https://www.yachtscoring.com). there, there will be a direct link Yacht Scoring to complete the online form.

### 3 FEES

- 3.1 Each Series is up to 7 nights of racing; a Season is 3 consecutive Series.  
Season: \$300  
Series: \$125 per series  
Individual race: \$25\*  
\*Note: Limited to two individual races per series. Boats entering an individual race, will not be included in the scoring for the series.

### 4 SCHEDULE

- 4.1 Dates of Racing:

Tune Up Races – 4/28, 5/5

Series 1 - 5/12, 5/19, 5/26, 6/2, 6/9, 6/16, 6/23

Series 2 - 6/30, 7/7, 7/14, 7/21, 7/28, 8/4, 8/11

Series 3 - 8/18, 8/25, 9/1, 9/8, 9/15, 9/22, 9/29

Tune Down Races – 10/6, 10/13

- 4.2 The warning signal for the first class will be made approximately at 1810. It is the intent for the Race Committee (RC) to have rolling starts (the warning signal for the second or subsequent classes will be the starting signal of the previous class). The first, second and third classes may have a combined start if the RC chooses in order to maximize time racing. If time permits, there may be more than 1 race in a night, but no race shall start later than sunset.

## **5 CLASSES**

- 5.1 Yachts will be placed in classes (designated by numbers 1, 2, 3, etc.) at the discretion of the Race Committee. A listing of entrants by class will be available online on Yacht Scoring. Depending on the composition of entries, it is the intent of the organizing authority to have the fleet divided into classes and as follows: Spinnaker A, Spinnaker B, Non-spinnaker, and One-Design. If there are 4 or more Yachts of the same design, they may be given their own class, but it will be the discretion of the RC on the day of racing to decide if they have their own start.

## **6 SAILING INSTRUCTIONS**

- 6.1 The sailing instructions will be available prior to the first race of Series 1.

## **7 VENUE**

- 7.1 Attachment I shows the location of the racing area.  
7.2 Attachment II shows the possible exceptions that will be at the RC discretion.

## **8 THE COURSES**

- 8.1 The courses to be sailed will generally be windward/leeward. An inflatable mark will be set offset to the RC boat as the start and finish line with 2 additional marks set, one at windward and one at leeward. Course sheets will be provided in the Sailing Instructions. Course Numbers will be displayed on a course board aboard the RC Yacht at the starting line.  
8.2 The courses to be sailed will be as follows: WL1, WL2, T, MG & DWS.  
8.3 The diagrams in Attachment 2 show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. The approximate course length will be 1 nm.

## **9 PENALTY SYSTEM**

- 9.1 Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty, unless the boat has broken a rule while in the zone, in which case the penalty shall be a Two-Turns Penalty.

## **10 SCORING**

- 10.1 The scoring system is as follows: [Low Point System](#) of Appendix A of RRS.

- 10.2 70% of races are required to be completed to constitute a series.
- 10.3 (a) When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- (b) When from 5 to 7 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- (c) When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## **11 SUPPORT BOATS**

- 11.1 Hoboken Sailing Club will have 1 RC boat and 1 Support boat when necessary.

## **12 RADIO COMMUNICATION**

- 12.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 12.3 All yachts shall carry an operable VHF Radio capable of transmitting and receiving on channels 9, 13, 16, 63, 68, 72 & 73.
- 12.4 Racers should monitor channel 68 for RC broadcasts.

## **13 PRIZES**

- 13.1 Prizes will be awarded to the top finishers at the end of each Thursday night race. Racers are invited to the Pier 12 Clubhouses for the awards. For fleets with 4 or fewer boats, first and second place will receive a prize. For fleets of 5 or more, the top 3 boats will receive a prize.

## **14 DISCLAIMER OF LIABILITY**

- 14.1 By participating in this event and any related activity sponsored or undertaken by Hoboken Sailing Club, the skipper (owner if applicable), and each crew member agree: that they understand that sailing is an activity that has an inherent risk of serious bodily injury (including permanent disability, paralysis and death by drowning or otherwise), property damage and other economic loss; that the safety of the Yacht and her crew and the decision whether or not to start or continue to race is solely their responsibility and at their own risk, see RRS 3 "Decision to Race"; that Hoboken Sailing Club and staff will not be responsible for damage to any Yacht or other property, or to any participant, including injury or death; and that each of them releases and waives all claims which he or she, or any heir, representative, successor or assignee, may have against Hoboken Sailing Club and staff arising out of or in any way connected with participation in such race or activity.

## **15 NAVIGATION RULES**

- 15.1 Boats interacting in NY Harbor with vessels not racing are cautioned to observe the USCG Commandant Instruction M16672.2D, Navigation Rules and to yield right of way to vessels restricted in their ability to maneuver, especially to tugs, ferries, and barges. Any boat observed to impede such traffic may receive a DSQ.

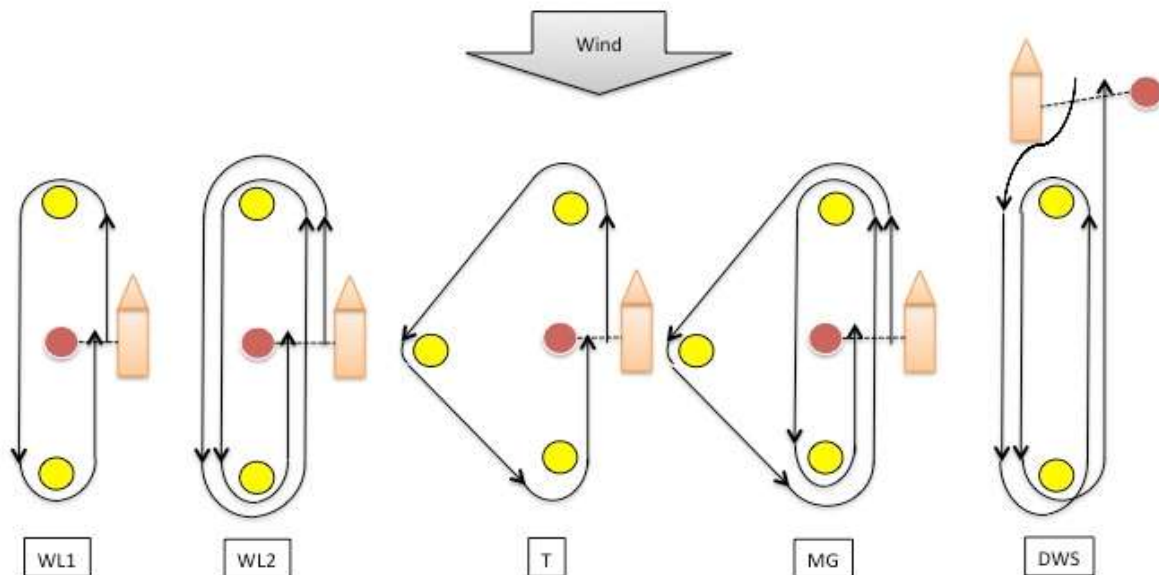
## **16 IN THE EVENT OF COLLISION**

16.1 If between Hoboken Sailing Club boats, the Racing Skipper is responsible for their race boat at all times including if they allow a member of their crew to steer their boat. The cost for repairing any damage to the boats shall be split as determined by the Hoboken Sailing Club staff after interviewing the Skippers involved.

## **22 FURTHER INFORMATION**

22.1 For further information please contact:  
General Manager Mark Stehli [mstehli@shipyardmarina.com](mailto:mstehli@shipyardmarina.com)  
Director of Sailing [max@hobokensailing.com](mailto:max@hobokensailing.com)

## Courses



Letter(s) identifying which course is to be sailed (WL = Windward Leeward Course, T = Triangle Course, MG = Modified Gold Cup Course, DWS = Down Wind Start Course) will be displayed by the Committee Boat prior to the Warning Signal for each race. The Windward Leeward course is to be sailed once around (WL) or twice around (WL2) depending on which signal is displayed. For WL courses, the "reach" (or "gybe") mark shown above is NOT taken as a mark of the course (and may not be set at all). Boats may freely choose their courses between the windward and the leeward marks.

***THE COURSE IS TO BE SAILED PORT ABOUT, WITH ALL MARKS LEFT TO PORT.***

## Starting and Finishing Line

The starting and finishing line will be between the yellow flag on the Committee Boat and the starting mark which is an 18 inch round red buoy. Another small, white, "keep off" mark without a flag may be attached to the transom of the Committee Boat. ***This "keep off" mark must be passed on the side away from the Committee Boat.***

The committee Boat is considered a mark, as is the "keep off" mark. A boat is not entitled to room between a leeward boat and the Committee Boat; nor is a boat clear ahead or leeward entitled to room to tack to avoid hitting either the Committee Boat, including its anchor rode, or the "keep off" mark. Barging the Committee Boat is not allowed; beware – a leeward boat has a "right of way" and the windward boat is not entitled to room at the Committee Boat! ***AVOID SAILING CLOSE TO THE COMMITTEE BOAT.***