



## **RULES**

The Turkey Day Reach is conducted in accordance with the 2013-2016 Racing Rules of Sailing as issued by the ISAF, including US Sailing prescription, except as modified herein.

## **SCHEDULE OF EVENTS**

The warning signal for the first division is scheduled for 1055. Five minutes before the warning for the first class only, the Race Committee will display signal flag F with one sound and announce the starting sequence for all classes. Flag F will be removed with a sound signal one minute before the initial warning for the first class. This changes RRS 29.

## **RADIO COMMUNICATION:**

The Race Committee will broadcast on and monitor VHF channel 73. Competitors should monitor VHF 73 as the committee will endeavor to follow up signals with radio broadcasts.

## **THE START**

The Spinnaker class will be Division 1 and the Non-Spinnaker Class will be Division 2.

Races will be started in accordance with RRS 26. Classes will start in numerical order.

The starting line will be between a staff displaying an orange flag on the Committee boat and Can 1 (0.8 nm North of Execution Rocks)

Boats whose warning signal has not been made shall keep clear of the starting area.

## **COURSES**

Courses for each Class will be signaled by the Race Committee boat using black letters on a white board. Each letter represents a mark as specified below and the Marks Chart.

- A RED or GREEN colored board may be posted below the course signals to indicate the direction the marks are to be rounded. RED means that all marks are to be left to PORT. GREEN indicates that all marks are to be left to STARBOARD. If no color is displayed, then all marks are to be left to PORT.
- When the course signals are followed by a numeral 2, the course is to be sailed twice-around. When a twice-around course is signaled, yachts shall complete the first lap by sailing through the Start/Finish line.
- In a dying or light breeze, or in the event of an impending storm, The Race Committee may shorten the course as per RRS 32.
- 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.

**SAMPLE COURSE BOARD**

I	II	Division
B	B	First Mark
D	C	Second Mark
E	E	Third Mark (then to Finish Line)
	2	Div. II Twice Around
		Mark Rounding (Red – Marks to Port)

**PENALTY SYSTEM**

RRS 44.1, Two Turns Penalty, will apply.

**THE FINISH**

The finish line will be between the staff displaying an orange flag on the Committee boat and the finish mark.

**TIME LIMIT**

The time limit for all boats to finish in each class is 3.5 hours.

### **NOTICES TO COMPETITORS**

Notices to competitors and final scratch sheet will be posted on the event race page: <http://www.yachtscoring.com/emenue.cfm?eID=1630> . Skippers are invited to a meeting which will take place at 0900 in the New York Athletic Club YC clubhouse where any new notices will be delivered. New notices may also be announced by the race committee on the Course VHF channel 73.

### **CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted on [http://www.yachtscoring.com/event\\_documents.cfm?eid=1630](http://www.yachtscoring.com/event_documents.cfm?eid=1630) before 0900 on the day of the race, and may be available to competitors at the skippers meeting.

### **PROTESTS**

- Protests are discouraged except in the event of serious violations of the rules or in the event of contact and/or damage to yachts.
- To initiate a protest, the protested yacht must be notified! 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.
- Notify the Committee Boat *after* Finishing on the event VHF channel.
- The Protest Hearing will take place immediately after the race, at the New York Athletic Club Yacht Club.
- Failure to appear, on the part of either party, within 1.5 hours after the Race Committee leaves the finish will constitute a default.

**MARKS OF THE COURSE ARE SHOWN ON THE ENCLOSED CHART, AS FOLLOWS:**

Mark Label	Gov't Mark	Location
<b>A</b>	Can "1"	0.8 nm. North of Execution Rocks
<b>B</b>	Bell "23"	0.8 nm. East of Execution Rocks
<b>C</b>	Gong "1"	0.2 nm. East of Hart Island
<b>D</b>	Fl. G "25"	0.4 nm. of Northwest of Sands Point
<b>E</b>	Gong "27"	Gangway Rock
<b>F</b>	Fl. R "2"	1.5 nm. North of Execution Rocks
<b>G</b>	Can "1"	0.5 nm. Northeast of Larchmont Breakwater
<b>H</b>	Fl. G "29"	0.2 nm. North of Hewlett Point
<b>J</b>	Fl. R "2"	0.1 nm. North of Huckleberry Island
<b>K</b>	Fl. R "42"	0.95 nm. SSW of Peningo Neck flagpole, (American Y. C./Milton Pt.)
<b>L</b>	Can "1"	Weeks Point

**Magnetic Courses and Nautical Mile Distances Between Marks**

TO	A	B	C	D	E	F	G	H	J	K	L
<b>FROM</b>		148°	224°	198°	208°	002°	033°	210°	280°	050°	115°
<b>A</b>		1.0	2.4	1.3	2.1	0.7	2.0	3.1	0.9	2.5	3.6
<b>B</b>	328° 1.0		2.49° 2.3	247° 1.0	237° 1.7	342° 1.7	012° 2.6	228° 2.7	306° 1.8	030° 2.8	107° 2.6
<b>C</b>	044° 2.4	069° 2.3		072° 1.3	098° 0.7	034° 2.9	040° 4.3	174° 1.0	022° 2.2	047° 4.9	088° 4.9
<b>D</b>	018° 1.3	067° 1.0	251° 1.3		224° 0.8	012° 2.0	027° 3.3	038° 1.8	340° 1.6	038° 3.7	094° 3.6
<b>E</b>	028° 2.1	057° 1.7	278° 0.7	044° 0.8		020° 2.7	030° 4.0	212° 1.1	000° 2.0	040° 4.5	086° 4.2
<b>F</b>	182° 0.7	162° 1.7	214° 2.9	192° 2.0	200° 2.7		048° 1.4	204° 3.7	240° 1.1	065° 2.1	125° 3.9
<b>G</b>	213° 2.0	192° 2.6	220° 4.3	207° 3.3	210° 4.0	228° 1.4		211° 5.0	234° 2.5	094° 0.9	146° 3.8
<b>H</b>	030° 3.1	048° 2.7	354° 1.0	218° 1.8	032° 1.1	024° 3.7	031° 5.0		021° 2.9	038° 5.5	077° 4.9
<b>J</b>	100° 0.9	126° 1.8	202° 2.2	160° 1.6	180° 2.0	060° 1.1	054° 2.5	192° 2.9		064° 3.2	113° 4.5
<b>K</b>	230° 2.5	210° 2.8	227° 4.9	218° 3.7	220° 4.5	245° 2.1	274° 0.9	218° 5.5	244° 3.2		158° 3.4
<b>L</b>	295° 3.6	288° 2.6	268° 4.9	274° 3.6	267° 4.2	306° 3.9	327° 3.8	257° 4.9	293° 4.5	338° 3.4	

It is the responsibility of every competitor to be aware of the U.S. Rules of the Road, 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 a non-participant and/or vessels constrained by their draft or ability to maneuver.

