



2024 Commodores Cup

Halifax River Yacht Club

Daytona Beach, FL



Notice of Race - Updated 5/8/24

1 RULES

- 1.1 The rules governing the 2024 Commodores Cup Series will be: The Racing Rules of Sailing 2021-2024 (RRS), the 2024 First Coast Sailing Assoc. Rating Procedures and Racing Rules, the 2024 Commodores Cup Series Notice of Race (NOR) the 2024 Commodores Cup Series Sailing Instructions (SI), 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 the Regatta Network web site.

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 20 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: <https://www.regattanetwork.com/event/27465>

4 FEES

- 4.1 Required fees are as follows:
Entry fee for all races shall be \$200, plus additional fees as stated here. Starting with the first HRYC race event, there is a \$25 late registration fee for the Commodore's Cup Series entry. The SARW and Lipton Cup events are part of the series but each requires a separate entry fee to their host. Other HRYC events offer a discounted entry fee for Commodore's Cup Series registered sailors. 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:

Date	Days	Event / Link	Scheduled
April 11-13	Wed-Fri	St. Augustine Race Week* https://www.staugustineraceweek.com/	3 Races
April 19-21	Fri-Sun	Lipton Cup (SYC)* https://theclubspot.com/regatta/CNQRKD2p6F	4 Races
May 11	Sat	Commodore's Cup Race Day https://www.regattanetwork.com/event/27465 Post Race Party @ HRYC Tiki Bar	1 Race
May 24	Fri	Gulf Streamer Sprint* https://www.regattanetwork.com/event/27466	1 Race
June 22	Sat	Commodore's Cup Race Day	2 Races

Date	Days	Event / Link	Scheduled
		https://www.regattanetwork.com/event/27465	
July 20	Sat	HRYC Junior Challenge** https://www.regattanetwork.com/event/27467 Post Race Party @ HSA	1 Race
August 10	Sat	HRYC Old Timer's Memorial Regatta** https://www.regattanetwork.com/event/27468	2 Races
August 29-31	Thu-Sat	HRYC Starlight Regatta** https://www.regattanetwork.com/event/27469	2 Races
Sept. 28	Sat	Commodore's Cup Race Day https://www.regattanetwork.com/event/27465	2 Races
October 12	Sat	Commodore's Cup Race Day https://www.regattanetwork.com/event/27465 Post Race Party @ SYC	1 Race
November 16	Sat	Awards Dinner at HRYC Clubhouse	19 total

* Separate fee required to the sponsor of the event.

** Registration for this event is discounted with a Commodore's Cup Series Registration. Participation in just this event is possible with a separate entrance fee.

See the appropriate Notice of Race (NOR) for event and registration details.

5.2 Races on 5/11, 6/22, 9/28, and 10/12 shall be buoy races with courses to be determined by the HRYC Race Committee. Commodore's Cup Series sailing instructions will be posted for these races.

5.3 The HRYC Junior Challenge Race, The HRYC Starlight Regatta, and the HRYC Old Timers Memorial Regatta will be ocean races with courses described in their own Notice of Race. See the site links provided above.

6 MEASUREMENTS

6.1 Each entrant shall either renew their 2024 FCSA Valid Rating Certificate or fill out a First Coast Sailing Association Valid Rating application with their entry form and receive a 2024 FCSA Valid Rating (separate fee is required). The rating application form is posted at <http://sailjax.com/FCSA-Rating-Application.pdf>.

7 SAILING INSTRUCTIONS

7.1 The sailing instructions will be e-mailed to the entrant and will also be available on Regatta Network.

7.2 Non-Commodore Cup Race days will have their own Sailing Instructions. These will be made available to registered sailors for those events.

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 time.

9.2 Yachts will be scored for trophies on the best 12 races (2/3). A yacht will qualify for a final position in the series if they start nine (50%) of the scheduled races. In the event any scheduled races are canceled, 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 canceled races.

9.3 Series scores are based on the FCSA high point matrix. See the Sailing Instructions for each event for how PHRF ratings are to be used.

9.4 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, 2023. 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 overseen 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
Attn: Race Committee
331 S. Beach Street
Daytona Beach, FL 32114-5089
www.hryc.com

Links to HRYC event websites:

Commodore Cup Series	Junior Challenge Race	Old Timer's Memorial	Starlight Regatta and Coastal Sprint
			



2024 Commodore's Cup Series Amendments to the Notice of Race



The following amendments to the NOR are made.

3.1 *Add the statement:* Sailboats of less than 20 feet LOA may be assessed for competition on an individual basis.

5.1 The following changes are made to the originally posted calendar of races:

Remove the St. Aug to Ponce Inlet (SAYC) event. (Did not occur.)
Change the number of races in the Lipton Cup event from three (3) to four (4).
Remove the SAYC Sesquicentennial Race due to a lack of information.

Adjust the number of scheduled races to 19.

9.2 Change the word "completed" to "start".

This document last updated: May 8, 2024



2024 HRYC Commodore's Cup SAILING INSTRUCTIONS

Halifax River Yacht Club
Daytona Beach, FL



1 RULES

1.1 The rules governing the 2024 Commodores Cup Series will be: The Racing Rules of Sailing 2021-2024 (RRS), the 2024 Commodores Cup Series Notice of Race (NOR) the 2024 Commodores Cup Series Sailing Instructions (SI), the 2024 First Coast Sailing Assoc. 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: <https://www.regattanetwork.com/event/27465>

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. Questions are welcome, but all skippers (and crew) should be familiar with the Sailing Instructions, Amendments, and Course Descriptions. See the Regatta Network site for links to the documents.

2.3 When there is no R/C boat to run the races, a boat will be assigned this role on the water.

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 and on the Regatta Network electronic Notice Board. (See 2.1.)

4 SIGNALS MADE ASHORE

No Signals made ashore will be displayed at any time. The official notice board is the Regatta Network website Notice Board. (See 2.1.)

5 SCHEDULE OF RACES

5.1 Dates of racing are as follows:

Date	Days	Event / Link	Scheduled
April 11-13	Wed-Fri	St. Augustine Race Week* https://www.staugustineraceweek.com/	3 Races
April 19-21	Fri-Sun	Lipton Cup (SYC)* https://theclubspot.com/regatta/CNQRKD2p6F	4 Races
May 11	Sat	Commodore's Cup Race Day https://www.regattanetwork.com/event/27465 Post Race Party @ HRYC Tiki Bar	1 Race
May 24	Fri	Gulf Streamer Sprint* https://www.regattanetwork.com/event/27466	1 Race
June 22	Sat	Commodore's Cup Race Day https://www.regattanetwork.com/event/27465	2 Races

July 20	Sat	HRYC Junior Challenge** https://www.regattanetwork.com/event/27467 Post Race Party @ HSA	1 Race
August 10	Sat	HRYC Old Timer's Memorial Regatta** https://www.regattanetwork.com/event/27468	2 Races
August 29-31	Thu-Sat	HRYC Starlight Regatta** https://www.regattanetwork.com/event/27469	2 Races
Sept. 28	Sat	Commodore's Cup Race Day https://www.regattanetwork.com/event/27465	2 Races
October 12	Sat	Commodore's Cup Race Day https://www.regattanetwork.com/event/27465 Post Race Party @ SYC	1 Race
November 16	Sat	Awards Dinner at HRYC Clubhouse	19 total

* Separate fee required

** Registration for this event is discounted for Commodore's Cup Series Registrants, participation in just this event is possible with a separate entrance fee. See the appropriate Notice of Race (NOR) for event and registration details on Regatta Network.

- 5.2** Commodore's Cup Race Day events shall be buoy races with courses to be determined by the Race Committee.
- 5.3** The SARW, the SYC Lipton Cup, the Commodore's Cup Youth Challenge Race, the Old Timer's Memorial Regatta, and the Starlight Regatta and Sprint shall be ocean races with courses described in their own Sailing Instructions.
- 5.4** The scheduled time of the warning signal for the first race on Commodores Cup Race Days will be 1155 for both the Cruising and Performance classes. The second race on these days 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 signals for the SARW events, SYC Lipton Cup, Commodore's Cup Youth Challenge Race, the Starlight Regatta and Sprint, and the Old Timer's Memorial Regatta are noted in their respective Notice of Race and Sailing Instructions.

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 Appendix A which provides the course information for the Commodore's Cup (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 SARW, the SYC Lipton Cup, Commodore's Cup Youth Challenge Race, Starlight Regatta and Sprint, 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/yellow 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 There will be a single start for both the Cruising Class and Performance Class with a warning at 1155 for CC Race Day initial races. See specific event start times in the separate Sailing Instructions for all other 2024 races. Race days with multiple races scheduled will have their warning times announced by the R/C after their prior races have been completed. The R/C may separate the classes into multiple starts if appropriate.

- 9.2 The starting line for CC Race Day races will be between the committee boat and the designated starting pin (“R2”), to the east of Ponce Inlet. IN THE EVENT OF A WESTERLY WIND THE START LINE MAY BE MOVED AND “R2” WILL BE A TURNING MARK. See the document “Appendix A” for course configurations, posted at Regatta Network. See specific event starting lines in the Sailing Instructions for all other 2024 races.

9.3 **This sequence is valid when a R/C is on station:**

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/lowering 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.
- Changes to the flag assignments will be announced by the R/C as needed.

9.4 **Procedure 1 for starts with no R/C boat present**

- This procedure is valid when there is a valid starting line, defined by two buoys set and declared to the fleet.
- All starting sequences are to be defined by VHF communication based on GPS time alignment.
- All starting boats are to have a person on their bow to determine if they are over early. If the sea state, or any other conditions, preclude a vessel from having such a spotter, then they must start unambiguously after the time of their start (i.e. 10-15 seconds after the start time).

9.5 **Procedure 2 for starts with no R/C boat present**

- When there is not a defined starting line set, then a “Rabbit Start” method will be used. The starting buoy is assumed to be R2, unless the R/C establishes a different starting area.
- A boat in the fleet will be identified as the Rabbit. This should be a faster boat in the fleet. Ideally the lowest rated boat at the start.

- The race sequence will be followed, with a 5-minute sequence used for the start. Times will be reported to initiate the sequence on VHF, but all boats are required to monitor their own start to be sure they are not early.
- The Rabbit will sail past the starting buoy on port tack, passing the buoy as close to the start time as possible.
- All other boats shall sail on starboard tack between the Rabbit and the starting buoy to start the race.
- The Rabbit is free to tack after the last boat has crossed between their transom and the starting buoy, or five minutes have elapsed. (This allows for boats arriving late to properly start and compete in the race. Late arrivals must stop external propulsion before they arrive at the starting area, which is defined as 100 yards west of the start for late arrivals. This allows vessels to use propulsion to safely clear the inlet surf zone (or travel in light air), regardless of the normal warning restriction to using an engine. See RRS 42.3i.

10 RECALLS

- 10.1** Display of code flag “X” and one sound signal shall signal individual recalls when a R/C is present. A boat recalled shall be notified by hail and on VHF channel 72 if possible. It is the responsibility of the yacht over the line early, to clear themselves of their foul.
- 10.2** Failure to display a flag, or any other communication, is not cause for redress. A yacht that is over early is responsible for their own exoneration of that foul.

11 THE FINISH

- 11.1** For CC Race Day races the finish line will be one of a few 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 2024 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 (see 7.2 for exceptions):** 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 rumb 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 competitors are directed to take their own finishing times, they should group text their information to **386.679.6314** and **386.547.3555**. **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. Do not report elapsed times, report the time of day at your finish.**

11.3 Finish marks for the other 2024 events 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 directly 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 all other 2024 events 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 <https://time.gov/> 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 [Hearing Request form](#) is available at HRYC and online. Protests shall be filed on a U.S Sailing Hearing Request form and must be delivered within the protest time limit.

14.2 For the Commodores Cup Series the protest time limit is 16:00 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 other 2024 events are noted in their respective Sailing Instructions.

- 14.4** Protests can be filed in person at HRYC, or the completed protest form may be emailed to hryc.rc@gmail.com with the subject of “Commodores Cup Race Protest for [date of race]”. For those wishing to send their protest via FAX, use 386.255.5377. The cover page should include the same information as in the email subject. For electronic submissions, the time of submission is based on the time it was received, not the time it is read.
- 14.5** Notices of protests by the Race Committee or Protest Committee will be posted in accordance with 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 protest hearings will be held at HRYC, 331 Beach St., Daytona Beach FL, or via remote meeting tools as is desired by those involved in the hearing. Remote users are responsible for providing their own Internet connection and must agree to use the meeting application chosen by the Protest Committee.
- 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 Hearing Request Form and a standard protest flag.

15 SCORING

- 15.1** 1. When nineteen races have been completed in the Commodores Cup Series, a boat’s series score will be the twelve (12) best scores. Any yacht that competes in nine (9) or more races will qualify for a final ranking. In the event that scheduled races are canceled, the R/C reserves the right to reduce the number of races counted for awards and qualification purposes. This should be done consistent with the number of canceled races but the number to reduce the regatta requirements is solely up to the discretion of the HRYC R/C.
2. Scoring will be the high point system, with points awarded in accordance with the matrix provided on the FCSA website using results from the Regatta Network and other event sites.
- 15.2** A. All boats shall be scored using their FCSA PHRF rating and corrected *time on time*, unless the NOR/SI for an included event states otherwise.
- B. A registered boat may decide to sail with either spinnaker or non-spinnaker configuration in the various series races with the following restrictions:
1. A yacht must sail with the same rating for all the CC Race Day events (spinnaker or non-spinnaker). A yacht may choose to sail with a spinnaker for ratings, but they might not use that sail in a race by discretion.

2. A yacht may declare to sail with either configuration by 48 hours before the start of any of the non-CC Race Day events, or before the first CC Race Day event.
3. Declarations to change their rating must be sent before a minimum of 48 hours prior to the start, for any event to be changed. (First CC race or any special event.)
4. Send an email to hryc.rc@gmail.com if you wish to change your rating declared for the event.

15.3 The Race Committee reserves the right to reclassify/rerate 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 Start boat) then redress will be provided as follows:

1. A boat with less than 9 completed races will be awarded the better of: last place for that race or the average of their completed races, and she shall be eligible for a final ranking in the series by serving as R/C.
2. Any boat that serves as R/C will never be awarded fewer points than last place in a race they would have been awarded.
3. Any boat in the fleet that provides R/C services is eligible to qualify for a final score in the series without regard to their number of race participations.

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. Check-in via VHF is allowed.

16.2 A boat that retires from a race shall announce their decision on VHF 72 and shall notify the race committee as soon as possible. See contact numbers in 11.2.

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 should comply with all ISAF Category 4 requirements, See <https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>, scroll to Online Documents.

17 REPLACEMENT OF CREW OR EQUIPMENT

17.1 Substitution of competitors will not be allowed without prior written approval of the Race Committee. This pertains only to the owner/registrant for the series.

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/FCSA 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. Exceptions will be announced on the water.

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 overseen 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

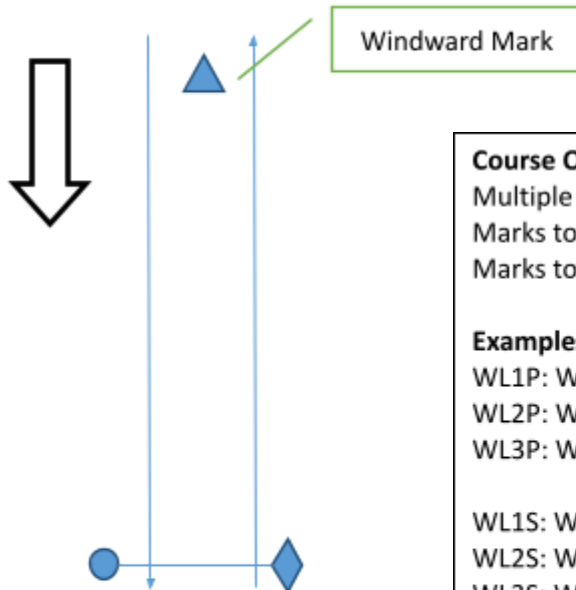
A.1 Race Course Descriptions and Diagrams:

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 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.



Course Options

Multiple laps (2x, 3x, 4x)

Marks to Port (P)

Marks to Starboard (S)

Examples:

WL1P: Windward-leeward once around, marks to port

WL2P: Windward-leeward twice around, marks to port

WL3P: Windward-leeward three times around, marks to port

WL1S: Windward-leeward once around, marks to starboard

WL2S: Windward-leeward twice around, marks to starboard

WL3S: Windward-leeward three times around, marks to starboard

Start/Finish line serves as a gate when 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 multiple times to complete a race.

Competitors must round the committee boat end of the line when completing more than one lap.

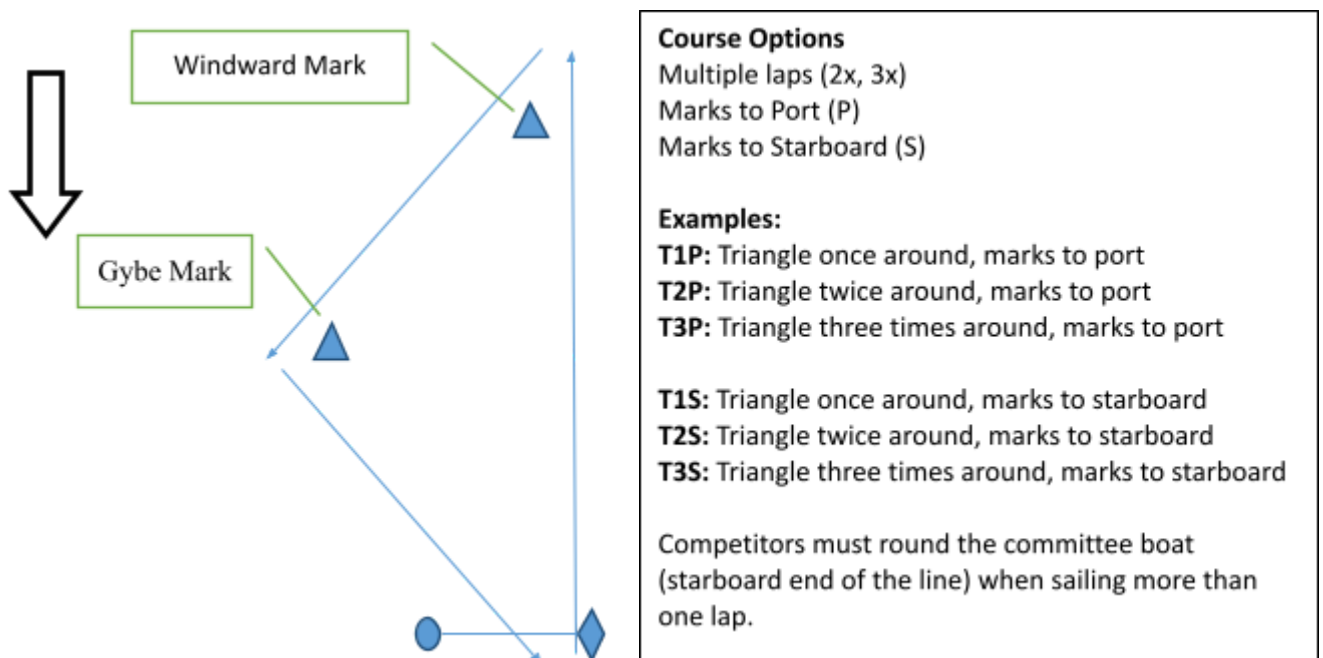


Figure 2 - Triangular Course

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 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.

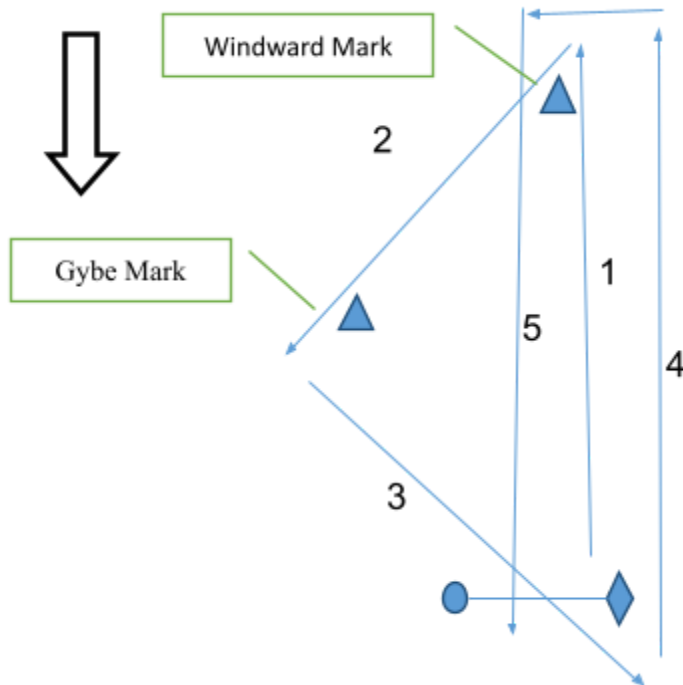


Figure 3 – Triangle - Windward - Leeward Course

Shown with a triangle first.

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 only

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.