



# Big Tom Yacht Racing Wednesday Night Series Sailing Instructions 2023

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

## 1. **RULES:**

The series is governed by, in reverse order of prevailing authority, the United States Sailing Association, The Racing Rules of Sailing 2021-2024 (RRS), the Notice of Race, and the Sailing Instructions. Additionally, all boats are required to have a minimum crew of two people on board at all times.

With the exception of specifically designated one-design classes, all boats are considered entered as "PHRF Class" (PHRF = Performance Handicap Racing Fleet) and are required to sail and adhere to YRA of LIS 2023 PHRF regulations. Note that this also applies to any one-design boat sailing in a PHRF Class division. Non-PHRF (one-design) classes may have a rules addendum specific to those respective divisions.

YRA of LIS regulations require PHRF events to have a "Technical Committee" to adjudicate any PHRF certificate compliance issues. CIYC has elected to use the YRA of LIS Technical Committee if necessary. See the YRA of LIS website further information regarding the Technical Committee.

## 2. **SPECIAL SAFETY RULES:**

- The combination of wind, water and tide may at times be unfavorable to yachts of a certain size or draft. It is the responsibility of each skipper to decide whether it is safe and prudent to race.
- The COVID-19 Pandemic brings public health considerations to yacht racing. It is the responsibility of each skipper to interpret, follow and enforce government guidelines regarding the Pandemic on their boat. In particular, wearing face masks and maintaining social distance on each boat should be encouraged as long as 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, yachts **MUST** yield right of way to commercial traffic. All yachts must also comply with the COLREGS when meeting other sail or power 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:**

All documents for this series or available on the event's Yachtscoring web site. Any changes to these Sailing Instructions or to other documents will be posted on the event's Yachtscoring web site by 3:00pm of the day of the race and will remain effective for the remainder of the series.

### **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 – 2023," is on Page 3, below. This chart is also available as a stand alone document on the event's Yachtscoring web site.

### **5. SCHEDULE:**

A series of 16 races is scheduled for each Wednesday from **May 24, 2023** through **September 6, 2023**. Due to our low qualifying number of races and multiple available throw-outs (**see 18. SCORING, below**), there is a **Practice Race on May 17, 2023**.

### **6. MARKS:**

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

**Big Tom Yacht Racing**  
**Mark Locations in Degrees and Decimal Minutes**

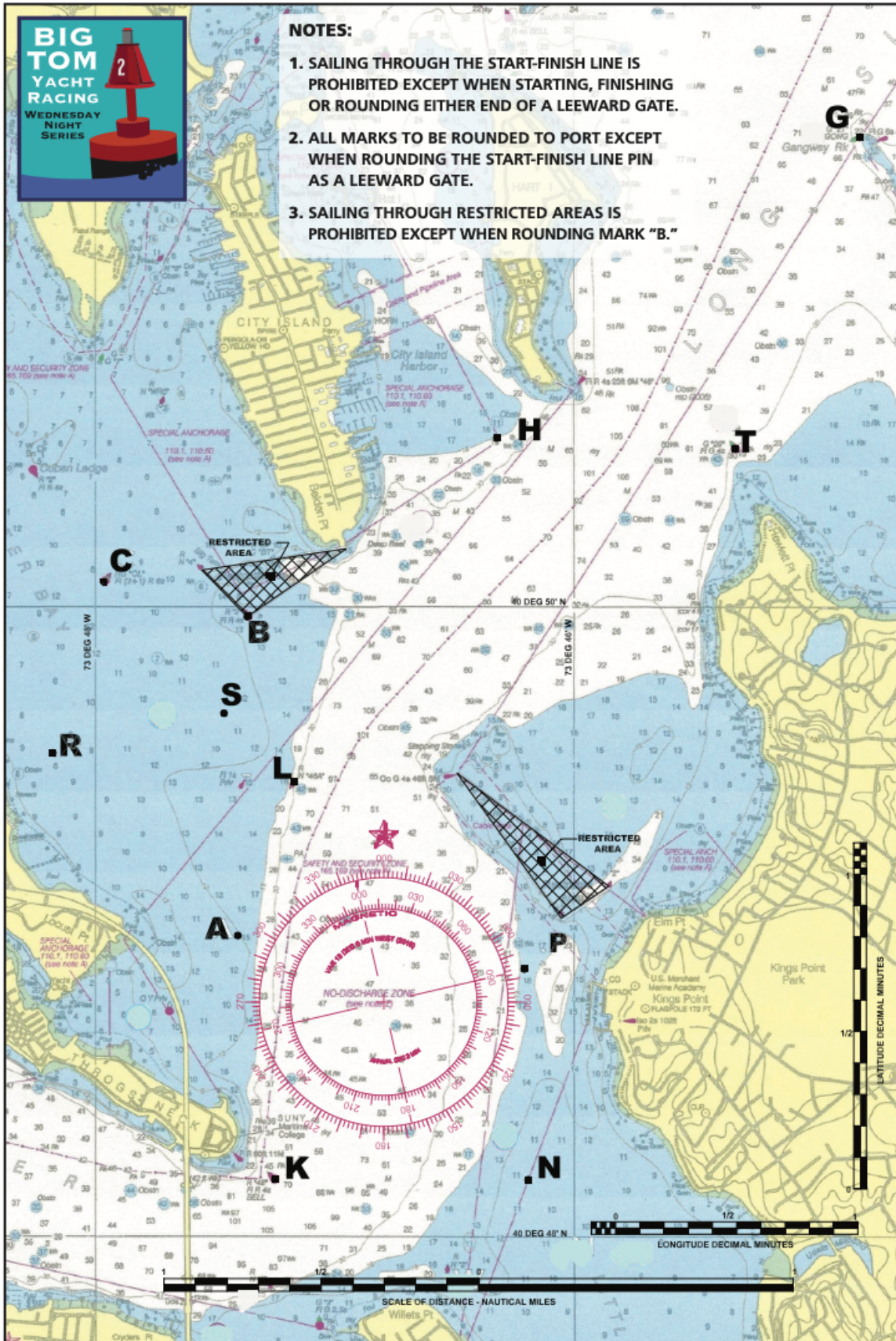
<b>MARK</b>	<b>Type</b>	<b>Description</b>	<b>Latitude</b>	<b>Longitude</b>
			(North)	(West)
<b>S</b>	BTYR	New Fixed BTYR Start Mark	40°-49.695'	073°-47.437'
<b>A</b>	BTYR	Private BTYR Mark East of Throgs Neck Bridge Causeway	40°-48.908'	073°-47.500'
<b>B</b>	Gov't	Big Tom Red Buoy "2" (Fl Red 4 sec)	40°-49.972'	073°-47.360'
<b>C</b>	Gov't	Cuban Ledge Mid Channel Marker Red/Green "CL" (Fl Red 2+1)	40°-50.083'	073°-47.958'
<b>G</b>	Gov't	Gangway Rock Green Gong "27" (Unlit)	40°-51.497'	073°-44.808'
<b>H</b>	BTYR	Private BTYR Mark SSW Off Hart Island	40°-50.535'	073°-46.310'
<b>K</b>	Gov't	Fort Schuyler Red Bell "48" (Fl Red 4 sec)	40°-48.183'	073°-47.250'
<b>L</b>	Gov't	Main Channel Mark South of Big Tom - Red Nun "46A" (Unlit)	40°-49.443'	073°-47.165'
<b>N</b>	BTYR	Private BTYR Mark in Little Neck Bay	40°-48.183'	073°-46.172'
<b>P</b>	BTYR	Private BTYR Mark off Kings Point	40°-48.885'	073°-46.212'
<b>R</b>	BTYR	Private BTYR Mark off Mouth of Weir Creek	40°-49.528'	073°-48.162'
<b>T</b>	Gov't	Hewlett Point Green "29" (Fl Green 4 sec)	40°-50.503'	073°-45.333'

**NOTE With Respect to Mark "G":** The mark is Gong "27" which is very close to the Gangway Rock Day Mark tower and rock outcropping on which the light tower is mounted. While it is possible for some boats to sail between Gong "27" and the rock outcropping by keeping Gong "27" close to port, skippers should **exercise caution** when doing this.

A table of approximate distances and bearings between marks is provided on Page 4. This table is also available as a stand-alone document on the event's Yachtscoring web site.

# BIG TOM WEDNESDAY NIGHT SERIES

## Course Marks 2023



PROPERTY OF BIG TOM YACHT RACING® FOR GENERAL MARK INFORMATION ONLY – NOT TO BE USED FOR NAVIGATION!

## Big Tom Yacht Racing

### Table of Approximate Distance and Magnetic Bearing Between Marks

		From										
From To	S	A	B	C	G	H	K	L	N	P	R	T
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°	NOT POSS		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°	NOT POSS			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 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.

## **7. STARTING AND FINISHING:**

**NOTE:** Except for starting, finishing, or rounding either end of the start-finish line as a leeward “gate” (see below) **sailing through the start-finish line is PROHIBITED.**

### **Starting**

Unless there are delays the **1st warning gun will be at 6:55 PM with the 1st division starting at 7:00 PM.** Rolling starts will be used when possible so that divisions start at about 5 minute intervals.

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 hailing the committee preferably before any starting sequence has begun. **Do not check in via VHF.** And **Keep Well Clear of Other Boats...Especially Any Boats Already in Their Starting Sequence!**

The race committee will set a start-finish line between an orange flag on the committee boat and a fixed yellow start buoy, “S”. (Note: This **changes the RRS Race Signals:** For **BTWNS the orange flag** on the committee boat **designates the end of the line for both start and finish**, just as it has in prior years. A blue flag will **NOT** be used).

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 5 minute starting sequence will be signaled from the committee boat in accordance with the RRS Rule 26. Yachts will start by sailing through the start-finish line leaving the committee boat to starboard. A boat not starting within 4 minutes of its division start will be scored “DNS” (Did Not Start).

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

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

### **Finishing**

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

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.

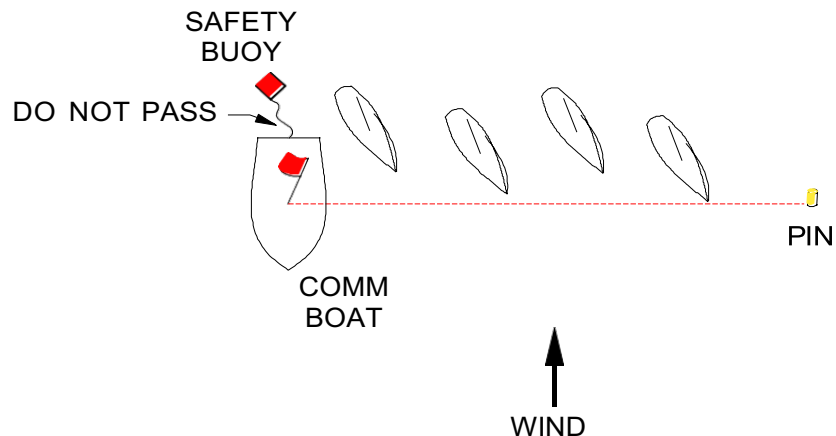
In the event of a shortened course, the race committee will make the appropriate signals as required by RRS **and** will make an announcement on VHF Channel 72.

### **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).

## 8. SAFETY BUOY AT START:

The race committee may stream a “Safety Buoy” behind the committee boat at the start of all divisions to help prevent yachts contacting the committee boat. 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 requires exoneration in accordance with the RRS Rule 31 (360 deg penalty turn as soon as possible).



## 9. DIVISIONS:

Division splits will reflect the goal of making fair and competitive groupings for the series. The factors considered will be the number of entries, type of boat, the boat's sailing characteristics and PHRF rating.

The number and types of divisions will be determined based on the number and types of entries received. The final number of divisions and boats assigned to each division will be posted on the event's scratch sheet on the Yachtscoring web site prior to the first race on 24 May 2023.

At this time, 4 divisions are anticipated. Divisions will start in the order they are numbered (1,2,3,4,):

- Div #1 - Spinnaker 1
- Div #2 - Spinnaker 2
- Div #3 - Non-Spinnaker 1
- Div #4 - Non-Spinnaker 2

One-design divisions may be offered if there are sufficient entries to ensure competitive racing throughout the season.

## 10. STARTING SEQUENCE





The race committee will make starting signals for a 5 minute start sequence as per RRS Rule 26.


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


When possible, 5 minute “rolling starts” will be used in which case the warning signal for the next class will be made simultaneously with the start signal for the preceding class.

It is the responsibility of all competitors to know the starting sequence and accompanying visual and sound signals (as well as all other Race Signals) as prescribed by the RRS. However, the following are the most common Race Signals that may be seen at the start. Check the RRS for other signals.

## STARTING SEQUENCE

DIVISION FLAGS	
Division #1	
Division #2	
Division #3	
Division #4	

START SIGNAL	MINS BEFORE START	VISUAL FLAG SIGNAL	SOUND SIGNAL
WARNING	5 mins	Division Flag (See to Left)	One
PREPARATORY	4 mins	 "P" Flag	One
ONE MINUTE	1 mins	Prep Flag Removed	One Long
START	0	Division Flag Removed	One

OTHER FLAGS	
Post pone	
Individual Recall	 "X" Flag
General Recall	

**NOTE: In all cases visual signals of the RRS govern.**

### 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.

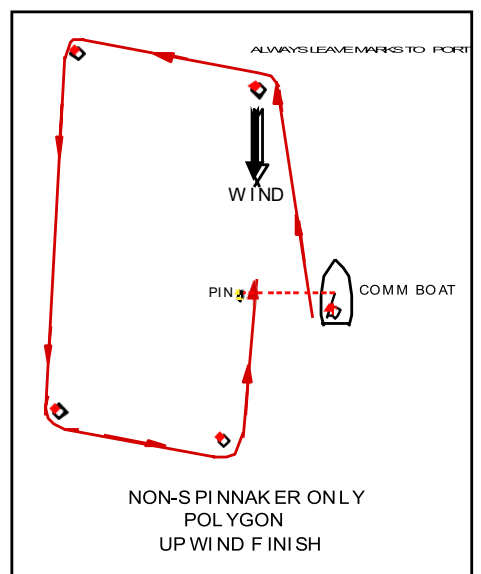
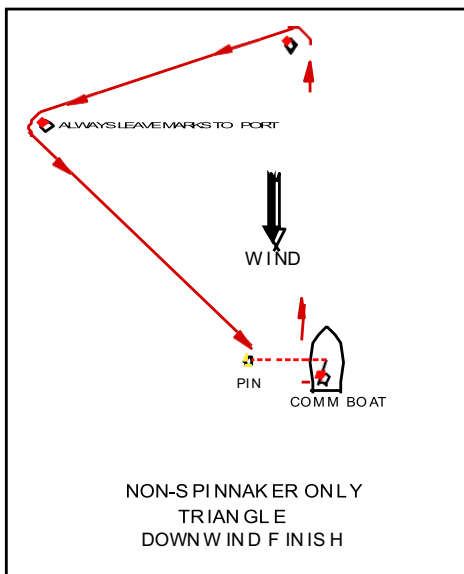
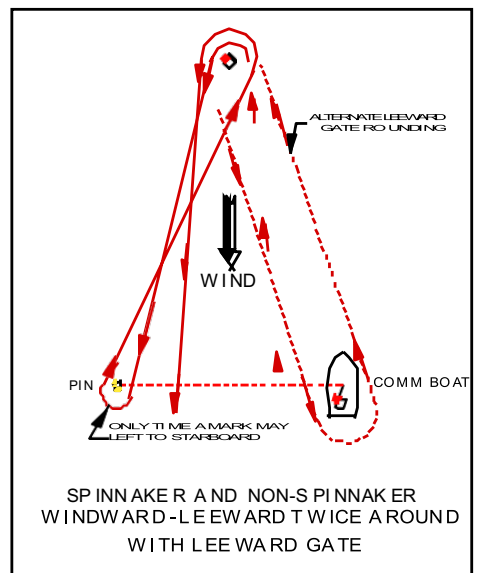
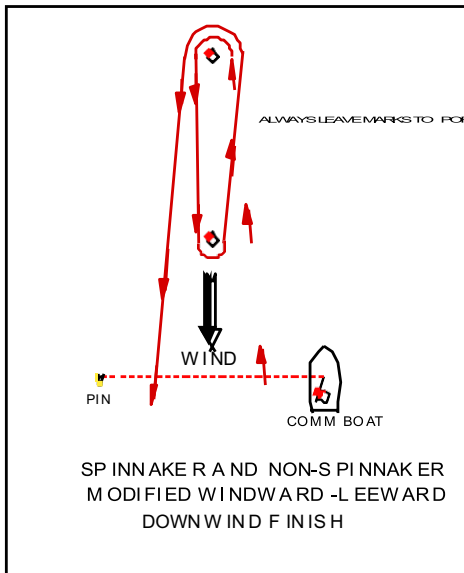
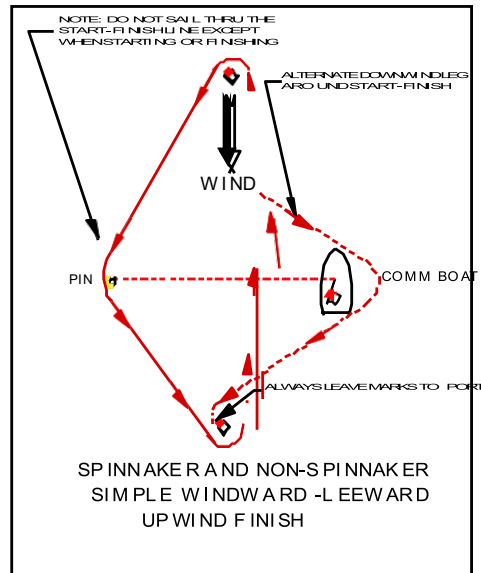
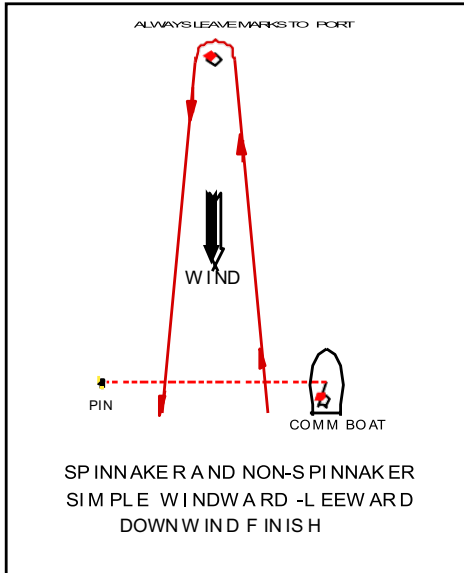
The P.R.O. and Race Committee have the discretion to post any course that is a logical sequence of mark letters for the prevailing wind conditions on the night of the race.

The P.R.O. and Race Committee will always make their best efforts to take into account safety considerations when 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.

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.

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

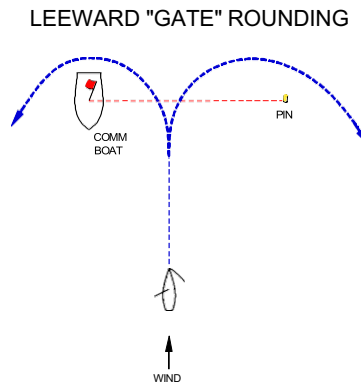




## 12. TWICE AROUND “LEEWARD GATE” COURSES:

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. **No “Codes” will be posted to designate courses.** Courses will be directly posted using the mark designator letters for the sequence of marks forming the course for each division.

The “S” mark, designating one end of the start-finish line, will NOT be posted on the course board. 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”.

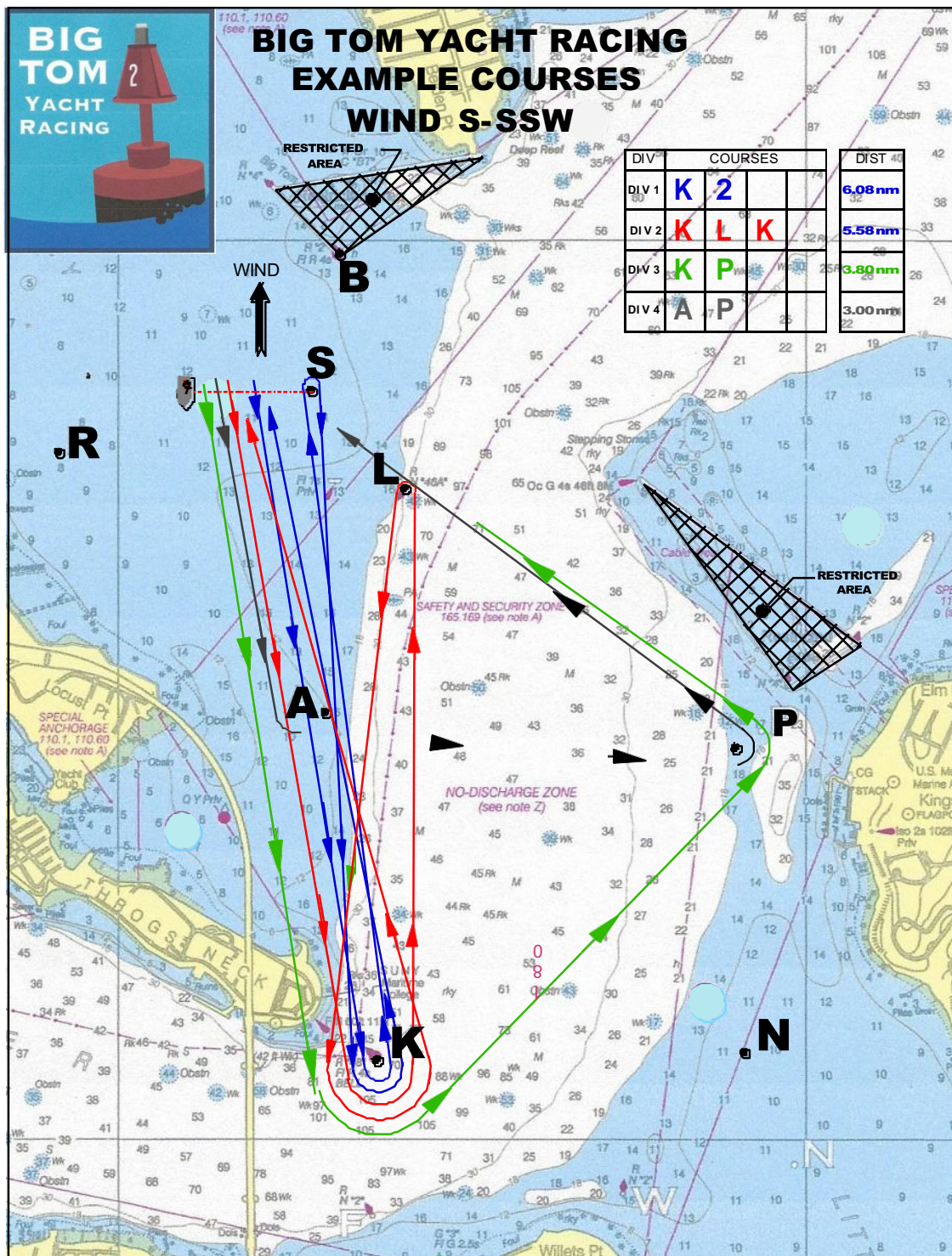
For illustration, the course board will appear similar to the following (shown with example courses). If possible, rolling starts will be used but in case of any delay between divisions it is important to pay attention to the visual flag signals which always govern.

DIV	COURSES			
DIV #1	<b>K</b>	<b>2</b>		
DIV #2	<b>K</b>	<b>A</b>	<b>K</b>	
DIV #3	<b>K</b>	<b>P</b>		
DIV #4	<b>A</b>	<b>P</b>		

To clarify the above example courses (also see the illustration below):

1. Spinnaker 1 – Sails to “K” twice around with the start-finish line as a “leeward gate”
2. Spinnaker 2 – Sails to “K” then “A” then “K” then back through the start-finish line
3. Non-Spinnaker 1- Sails to “K” then “P” then back through the start-finish line
4. Non-Spinnaker 2 – Sails to “A” then “P” then back through the start-finish line

**Note:** Except when rounding the pin end of the start-finish line used as a “Leeward Gate” all marks must be rounded to PORT (leaving the mark to the port side of the boat rounding it).



#### **14. RESTRICTED AREAS:**

Two restricted areas are shown on the “BIG TOM YACHT RACING COURSE MARKS -2023” 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 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 (hoisting of the “X” Flag accompanied with one sound signal), 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 RRS Rule 29.2, the race committee will make signals required by the RRS (hoisting the First Substitute flag and two sound signals) and the race committee will make an announcement on VHF Channel 72. This 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.** This changes RRS Rule 29.2.

#### **16. RETIREMENT**

When a yacht chooses to retire from racing for any reason, at the earliest opportunity thereafter, it shall make every effort to hail the race committee on VHF channel 72 to inform the race committee of the yacht’s decision to retire. The yacht should continue to hail the race committee until it receives a verbal acknowledgement from the race committee.

#### **17. RADIO COMMUNICATIONS:**

The race committee will monitor VHF Channel 72. While visual and sound signals required by RRS 2021-2024 take precedence, the race committee will attempt to broadcast pertinent information on this channel.

#### **18. 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 “When Boats Meet” (this requires a 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-EXCLUDABLE “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.

#### **19. PROTESTS AND REDRESS:**

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. Contact the Race Committee as soon as practical to inform them of the protest. This can be via voice VHF Channel 72 or by voice if within hailing distance.
3. File a written protest within 90 minutes after the race.

Written protests may be emailed to [BigTomWNS@cityislandYC.org](mailto:BigTomWNS@cityislandYC.org) within the time limit or alternatively may be hand delivered one of the following persons within the time limit. Written protests shall **NOT** be delivered or attempted to be delivered to the committee boat **under any circumstances**.

- Ernie Bivona (EAGLE) – City Island YC
- Rich Coar (CHAIKA) – City Island YC
- Peter Trunfio (ANNANDALE) – Harlem YC
- Jeep Califano (JEEPERS) – Harlem YC
- Jimmy Lynch (Principal Race Officer – City Island YC
- Dave Zielinski (Principal Race Officer) – City Island YC

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.

Requests for **Redress (RRS Rule 62)** will be considered on a case by case basis.

## **20. QUALIFYING AND THROW-OUTS**

Boats will need to be scored in half of the races sailed, rounded down, plus 1 to qualify for the series. Races started but with no finishers in division will count as races not sailed and will therefore lower the number of races needed to qualify.

Competitors will earn one throw-out for the series after qualifying for each additional race sailed above and beyond the minimum number of races required to qualify, thus earning multiple throw-outs.

## **21. SCORING:**

For PHRF divisions, scoring for each race will be calculated using **PHRF Time on Time**. Finish position for each boat in each race will be established on corrected time using time-on-time factors derived from a boat's PHRF certificate rating and the formula  **$F = 600 / (480 + \text{PHRF})$** . Finish positions in any "one design" class will be determined in the order of finishers.

Overall scoring for the series for all divisions will be calculated using the RRS Appendix A **Low Point Scoring System** including Appendix A5.3. Qualifying yachts will be scored for the series based on the sum of their best (lowest) scores in half the races sailed for their division plus one. The scoring program will discard "throw-out" races allowing it to produce a boat's highest cumulative score for the series. Note: A DSQ or withdrawal as a result of a protest hearing may not be thrown-out.

## **22. AWARDS**

First place trophies will be awarded for each division in which there are 3 or more registered yachts; Second place for 5 or more registrants; Third place for 7 or more registrants. Additionally, Big Tom Yacht Racing may choose to make other awards as it sees fit for the good of our racing community.

Participants will be notified of the exact date and location of the awards event, well prior to its date.

## **23. RACE COMMITTEE DUTY:-**

Should a boat be called upon to perform Race Committee duty for a race, 2 or 3 crew members of the shall be obligated to do so and follow the directions of the PRO. Credit will be given towards the qualifying number of races for performing race committee duty.

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 events.

## **24. CANCELLATIONS**

Big Tom Wednesday Night Series management will notify racers via Yachtscoring.com email if conditions beyond our control or severe weather (eg. sustained winds of 25 knots or more) indicate that cancellation of the scheduled race would be necessary or prudent. A race cancelled or abandoned will not be re-scheduled at a later time.

## **25. DOCUMENTS:**

Documents are available on the event's Yachtscoring web site.

## **26. ADDITIONAL INFORMATION:**

Additional information can be obtained by contacting [BigTomWNS@cityislandyc.org](mailto:BigTomWNS@cityislandyc.org).

Additionally, The Big Tom Wednesday Night Series will periodically distribute informal Newsletters as it sees fit via the Yachtscoring web site.



# 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.

