

Bristol Yacht Club
2018 Millard Series Sailing Instructions
In Honor of Robert B. Millard Sr.

1. RULES

- 1.1. This series will be governed by the rules as defined in *The Racing Rules of Sailing (RRS) 2017-2020, 2017-2020 US Sailing Prescriptions, the 2018 Millard Series Notice of Race* and these Sailing Instructions.
- 1.2. Documents that are required prior participation in any race of this series are:
 - 1.2.1. A valid 2018 PHRF of Narragansett Bay Rating Certificate.
 - 1.2.2. A valid, signed Entry Form including a liability waiver by the registrant with full payment of fees.
- 1.3. Racing rules will be changed as follows:
 - 1.3.1. The rules of *RRS Part 2* are replaced by government right-of-way rules governing inland navigation when encountering commercial traffic as detailed in Instruction 17.4.
 - 1.3.2. If a boat's spinnaker head or dousing sock is raised above the lifeline level, or similarly above the deck on a boat without lifelines at her starting signal, she shall take a One-Turn Penalty.
 - 1.3.3. When a general recall has been signaled, the class recalled shall *start* five minutes after the last originally scheduled class and in accordance with Instruction 11.2. If more than one class has been recalled, the classes shall restart in the order in which they were recalled. This changes Rule 29.2.
 - 1.3.4. After *starting*, the Race Committee may shorten the finish line by moving the pin or relocating the *finishing* boat without signaling. This changes Rule 33.
 - 1.3.5. Rules 44 and T2 are changed as detailed in Instruction 13.
 - 1.3.6. Rules 35, A4, and A5 are changed as detailed in Instruction 14.
 - 1.3.7. Rule 62.2 is changed as detailed in Instruction 15.5.
- 1.4. Classes racing only as One-Design are exempted from the requirement of a PHRF certificate.
- 1.5. Deployment of Sails:
 - 1.5.1. Only classes so designated may use spinnakers.
 - 1.5.2. All boats must display sail numbers on at least one sail during the race consistent with their rating certificate and race registration.
 - 1.5.3. Chartered J22 boats must display the assigned skipper flag on the backstay of the boat prior to check in and throughout the race.
 - 1.5.4. Boats with conflicting numbers on sails may not be scored for that race unless the race committee is specifically notified before the race and acknowledges the numbers.

2. NOTICES TO COMPETITORS will be available on the race committee bulletin located in the main hallway of the clubhouse.

3. CHANGES TO SAILING INSTRUCTIONS will be posted on the Race Committee Bulletin Board prior to 1700 on the day it will take effect, except that any change to the schedule of the races will be posted by 2000 on the Wednesday before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the club's flagpole on the front lawn.
- 4.2. When flag "AP" is displayed ashore, the warning signal for the first race will be made not less than 30 minutes after removal. This changes the meaning of Race Signal "AP" when it is displayed ashore.
- 4.3. When flags "A" over "S" are displayed ashore, it means an "Alternate Starting area will be used." When an alternate starting area is to be used, the location area T or area U will be announced on the radio.

5. SCHEDULE OF RACES

- 5.1. Racing will be held every Wednesday from May 30 through August 29 except as noted below.
- 5.2. For each class there will be a maximum of 12 races in the series that will count toward season standings.
 - 5.2.1. There will also be a practice race on May 23.
 - 5.2.2. There will also be a Fun/ Pursuit Race on September 5, unless needed to Make-up for an abandoned race.
 - 5.2.2.1. Participation in the Make-up race can affect scoring as detailed in Instruction 16.
 - 5.2.3. There will be no race in this series on July 4 due to the Independence Day holiday.
 - 5.2.4. There will be no race in this series on August 8, the scheduled date of the “*MOHOSA Worlds*”.
- 5.3. The scheduled time of the warning signal for the first race each day is 1755.

6. CLASS FLAGS:

Class A	Red letter / White field	Class B	Red letter / Blue field
Class C	Green letter / White field	Class D	Yellow letter / Green field
Class E	Blue letter / Yellow field	Class F	Black letter / Light Blue field

7. RACING AREAS

- 7.1. Attachment 1 shows the location of racing areas:
 - 7.1.1. The normal Starting Area “S” is in Bristol Harbor, west of Town Pier.
 - 7.1.2. Alternate Starting Area “T” is between Castle Island light and C3 (Usher’s Rock). *
 - 7.1.3. Alternate Starting Area “U” is south of the Herreshoff anchorage near Walker Island. *
- *Used at the discretion of the Race Committee

8. THE COURSES

- 8.1. The sailing area, courses and *marks* are shown in Attachment 1, as published in 2018. The approximate length of each course, the order in which the *marks* are to be passed, and the side on which each is to be left is listed.
- 8.2. The course board on the race committee signal boat will post the class letters and the course number that class is to sail.
- 8.3. When the RC is at alternate Starting Area “T”, the course board will show an “X” after the course number. This means that the race will *start* on a northerly heading with the first turning *mark* being Mark “X” which shall be left to STARBOARD. All courses will then continue with all of the *marks* as shown above for that course in Attachment 1.
- 8.4. When the RC is at alternate Starting Area “U”, the course board will show an “X” after the course number. This means that the race will *start* on a northerly heading with the first turning *mark* being Mark “X” which shall be left to PORT. All courses will then continue with all of the *marks* as shown for that course in Attachment 1.
- 8.5. If a course is changed after having being posted, the RC will display a “C” (Charlie) flag with repetitive sounds, and may *postpone* prior to the *start* of the first affected class, and may announce the change on the radio.
- 8.6. When an East-West course, using Marks T and W-L, has been selected, and it calls for circling those *marks* twice (Course 2), the Race Committee may change (shorten) the course to once around (Course 1) at any time before the first boat rounds Mark T for the second time. This changes Rule 27.1.
 - 8.6.1. The Race Committee shall signal such a change by the display on the course of alpha flag C (Charlie) and numerical pendant 1, accompanied by attention drawing sound signals.
 - 8.6.2. Boats will, therefore, *finish* the race at the Finish Line originally designated for both courses 1 and 2.
 - 8.6.3. This permits the shortening of the course without requiring the *mark* boat to stay on station and record each boat’s *finish* at a rounding *mark*.
- 8.7. When an East-West course, using Marks T and W-L, has been selected, and it calls for circling those *marks* once (Course 1), the Race Committee may change (lengthen) the course to twice around (Course 2) at any time before the first boat rounds Mark T for the second time. This changes Rule 27.1.

- 8.7.1 The Race Committee shall signal such a change by display on the course of alpha flag C (Charlie) and numerical pendant 2, accompanied by attention drawing sound signals.
- 8.7.2 Boats can, thereby, be given a longer course if conditions warrant the change.

9. MARKS

- 9.1. Navigational aids used as *marks* of the courses are described in Attachment 1.
- 9.2. The following temporary racing *mark* is a rounding *mark*:
 X Inflatable, orange or yellow buoy West of Town Pier in Bristol Harbor. This same *mark* may serve as the pin end of the finish line.
- 9.3. The starting and finishing *marks* will be the race committee signal boat and an orange or yellow, inflatable buoy moored nearby.
- 9.4. The following Course *Marks* are added:
 T Aid to Navigation C “3” used to describe Area T in 7.1.2
 U A temporary, inflatable *mark* placed at approximately 41d 39.54’N, 071d 16.54’W, in or near Area U described in 7.1.3.
 W-L A temporary, inflatable *mark* placed in or near Area U described in 7.1.3 and either directly Windward or Leeward of, and approximately 1.0 N.Mi from Mark T. Care must be given to avoid grounding when crossing between Mark M and Hog Island.

10. AREAS THAT ARE OBSTRUCTIONS

- 10.1. Boats shall not sail between the following aids to navigation and the adjacent land at any time:
 C “3” Usher’s Cove
 Castle Island Beacon N of Hog Island
 Hog Island Shoal Light House SE of Hog Island
 C “3” E of Hog Island
- 10.1.1 The following exception to Instruction 10.1 is hereby made:
 Boats are permitted to sail between C “3” (Usher’s Cove) and the adjacent land only when rounding as a *mark* if it is a part of the boat’s assigned course in the race being run. In such case, caution is required.
- 10.2. Boats shall not sail between the following aids to navigation and the adjacent land except when they are a part of the boat’s assigned course. In such case, caution is required.
 RG Fl (2+1) R 6sec BELL a.k.a. Mark N S of Popasquash Point
 RN “2” a.k.a. Mark H SW of Bristol Point

11. THE START

- 11.1. The location of the starting area is described in Instruction 7.
- 11.2. Races will be started according to Rule 26, and the warning signal for each succeeding class shall be the starting signal of the preceding class.
- 11.3. The starting line will be between a staff displaying an orange flag on the race committee signal boat and the course side of the pin-end starting *mark*.
- 11.4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.5. Order of class *starts* shall be **A, B, C, D, E, F**.

12. THE FINISH

- 12.1. The finishing line will be between a staff displaying an orange flag on the race committee boat and the course side of the finishing *mark*.
- 12.2. When using an alternate starting area, the RC will set the finishing line in the area where temporary Mark X had been set, west of Town Pier.
- 12.3. After *starting*, the Race Committee may shorten the finish line. See Instruction 1.3.4.

13. PENALTY SYSTEM –

- 13.1. The first two sentences of rule 44.1 are changed in accordance with Appendix V1 of the 2017-2020 US Sailing Prescriptions as follows: “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while *racing*. However, when she may have broken one or more rules of Part 2 while in the *zone* around a *mark* other than a starting *mark*, her penalty shall be a Two-Turns Penalty.”
- 13.2. Rule T1(b) is replaced by Appendix V2 of the 2017-2020 US Sailing Prescriptions.
- 13.3. A post-race scoring penalty may be taken as in rule T2 (See Appendix “T” of RRS), except that T2.2 is changed such that the penalties shall be: (a) 40% and (b) 60%.

14. TIME LIMITS FOR ALL CLASSES

- 14.1. The time limit will be 2015 hrs.
- 14.2. A boat finishing outside of the time limit, AND more than 30 minutes after the first *finisher* of a scored race for their class, shall be scored DNF (Did Not *Finish*) without a hearing. This changes RRS Rules 35, A4, and A5.
- 14.3. If all boats in any class fail to *finish* within the time limit, that race will be considered abandoned for those classes and not counted towards the series scoring or as a qualifying race. Regardless of how many races are abandoned for any class, those classes will have the opportunity to "Make up" only one race per Instruction 5.2.2

15. PROTESTS, REQUESTS FOR REDRESS, AND DISPUTE RESOLUTION

- 15.1. Protest forms may be available at the official Race Notice Board or the Club office. Protests and requests for redress or reopening shall be delivered to a race officer in the Club office within the appropriate time limit.
- 15.2. Protests must be submitted within 30 minutes after the RC Boat docks.
- 15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located on the second floor of the clubhouse, beginning at 1900 on the Monday following the race in which the protest was lodged, or at a time and place mutually agreed by the parties to the protest and the Protest Committee.
- 15.4. Breaches of Instructions 11.2, 17, 19, 20, and 21 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. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 15.5. If the race committee posts a list of boats scored OCS, ZFP or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made not later than one hour after the protest time limit. This changes rule 62.2.
- 15.6. To improve compliance with the Basic Principle, Sportsmanship and the Rules, Appendix T of RRS (Alternative Procedures for Dispute Resolution), Sections A, B, and D will apply.

16. SCORING

- 16.1. **The Series Score** shall be calculated using the Low-Point Averaged Scoring System as described in the Alternative Scoring System for Long Series as noted in Appendix A of the 2017-2020 US Sailing Prescriptions as described and changed below:
- 16.2. **Races to Count and Minimum Required:** The series will consist of the races as described and scheduled in Rule 5, Schedule of Races. To **Qualify** for inclusion in the final series results a boat shall compete in (i.e., come to the starting area for) at least 54 percent of the races competed for her class.
- 16.3. **Race Scores:** Each boat *starting* and *finishing* a race and not thereafter retiring or being disqualified will be scored as follows:

Finishing place	Points
First	1
Second	2
Third	3
Fourth	4
Each place thereafter	Add 1 point

All other boats that compete in that race, including any that *finish* and thereafter retire or are disqualified, will receive the score for the *finishing* place one more than the number of boats competing in that race. Boats that do not compete in that race (DNC) will not be scored.

- 16.4. Series Scores: The series score for each boat will be the sum of her race score divided by the number of races for which she is scored, excluding scores as described in Instructions 16.8, 16.9, and 16.10. The qualified boat with the lowest series score is the winner, and others are ranked accordingly.
- 16.5. Ties and other rules: Race ties will be broken using Rule A7. Series ties will be broken using Rule A8. Rules A1, A3, A5, A6, A10, and A11 also apply.
- 16.6 A race is considered completed when at least one boat *finishes* the race within the time limit per Instruction 14.1
- 16.7 **Time-on-Time scoring** will be used for all handicap classes based on each boat's 2018 PHRF of Narragansett Bay rating certificate.
- 16.8 When a boat competes in at least 75% of the races completed by her class, her worst score will be excluded from the sum of her race scores.
- 16.9 When a boat competes in all races completed for her class in the series, her two worst scores will be excluded from the sum of her race scores.
- 16.10 An excluded race counts as a race to **Qualify** a boat for a series score, but not as one of her scored races.

17 SAFETY REGULATIONS

- 17.1 A boat shall **Check-In** prior to racing by identifying herself by sail number and reporting the number of souls aboard. It is each boat's responsibility to assure acknowledgement from the race committee.
- 17.2 **Check-In** shall be done when passing within hailing distance of the race committee signal boat, or by VHF radio (channel number in RADIO COMMUNICATION) as follows:
 - 17.2.2 The boat shall be underway towards the racing area with all crew aboard
 - 17.2.2 No radio Check-In will be accepted after the warning signal for the first class.
 - 17.2.3 No boats are allowed near the starting area within one minute of a class *start*.
- 17.3 A boat shall **Check-Out** with the race committee by *finishing* the race, or, if retiring, to do so as soon as possible on VHF radio (channel number in RADIO COMMUNICATION), or by passing within hailing distance of the RC boat and so communicate verbally. A yacht that has withdrawn must not cross the *finish* line.
- 17.4 Narragansett Bay, including Bristol Harbor, is considered a "restricted channel" and there shall be no interference with commercial or privileged marine traffic. When boats meet vessels not sailing under these Sailing Instructions, the rules of Part 2 are replaced by government right-of-way rules. The race committee or protest committee, upon the observation, or proper report, of such an incident shall protest the boat. This changes rules 60.2 and 60.3.

18 EQUIPMENT AND MEASUREMENT CHECKS – A boat or equipment may be inspected at any time for compliance with the class rules and Sailing Instructions.

18.1 On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

19 TRASH DISPOSAL – Attention is directed to rule 55. Trash may be deposited in approved containers on the club grounds.

20 RADIO COMMUNICATION

- 20.1 Except in an emergency, a boat shall not send or receive any communication not available to all boats.
- 20.2 The race committee may broadcast courtesy racing information such as weather, courses, starting sequence, starting violations, time limits, etc. Failing to do so will not be grounds for redress.
- 20.3 VHF Channel 71 will be used for all communication except radio Check-In. This includes any announcements by the race committee, communication with competitors, and radio Check-Out.
- 20.4 VHF Channel 72 will be used for radio Check-In only; following the protocol noted under Safety Regulations.

21 PRIZES

- 21.1 Daily trophies will be awarded to each class for 1st & 2nd places (3rd place if 5 or more boats compete)
- 21.2 Separate daily trophies will be awarded for One-Design classes.
- 21.3 Season trophies will be awarded to each class for 1st, 2nd and 3rd places (3rd place if 5 or more boats compete)
- 21.4 The boat with the lowest scoring average in all regular classes where five or more competitors have **Qualified** for final series results per Instruction 16.2 will be awarded the Millard Trophy.

- 22 **DISCLAIMER OF LIABILITY** – Competitors participate in the races entirely at their own risk. See *RRS* rule 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 races.

- 23 **INSURANCE** – Each participating boat shall be insured with valid third-party liability insurance.