



## 55<sup>th</sup> Annual Overnight Race

for the Junior Distance Sailing Championship of Long Island Sound

Tuesday, August 16, 2011

### NOTICE OF RACE

#### 1. RULES

1.1. The race will be governed by the following, except as modified by the sailing instructions:

1.1.1. Racing Rules of Sailing 2009-2012,

1.1.2. Prescriptions of US SAILING,

1.1.3. PHRF Minimum Safety Equipment Recommendations of the Y.R.A. of Long Island Sound:  
Category B,

1.1.4. Rules for JSA Events.

1.2. Specific attention is directed to RRS Fundamental Rules 1.1 and 4, which state:

1.1 A boat or competitor shall give all possible help to any person or vessel in danger.

4 The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

#### 2. RACE MANAGEMENT

2.1. The Organizing Authority (OA) is Beach Point Yacht Club.

2.2. The Race Committee shall use VHF Channel 69.

2.3. The US Coast Guard can be reached on VHF Channel 16 and by phone at: 203-468-4401

#### 3. RATINGS

3.1. The current PHRF of the YRA of LIS ratings will be used; weight limits will not be in effect.

#### 4. ELIGIBILITY

4.1. YACHT ELIGIBILITY, AS PER THE JSA RULE 9.7

4.1.1. The race is open to yachts owned by:

4.1.a. a member of a YRA member club or

4.1.b. a member of an association that is a member of JSA or

4.1.c. a community sailing program that is a member of JSA.

4.1.2. Yachts shall be no less than 27 feet LOA and no more than 44 feet LOA. The OA reserves the right to include vessels outside this size range.

- 4.1.3. Yachts shall have permanently installed and functioning: head, navigation lights and VHF radio.
- 4.1.4. Sportboats are not permitted. The vessel shall be shown to comply with JSA Rule 9.7d by completing the attached “Sport Boat Rule” Compliance Form.
- 4.1.5. Notwithstanding 4.1.4, the committee reserves the right to identify or not to identify any boat that it feels is or is not a sport boat, regardless of whether it meets any of the above criteria
- 4.1.6. Yachts shall have a valid current YRA PHRF certificate.
- 4.1.7. The Organizing Authority shall have the right to reject any entry for any reason.

#### 4.2. ADVISOR/CREW ELIGIBILITY

- 4.2.1. Each Yacht shall have aboard at least two senior advisors (“Advisors”), one of whom shall be the Boat Owner or a designated Owner’s Representative, who shall be at least 25 years old, and be capable of taking command of the yacht in emergency conditions; and the other(s) of whom shall be at least 18 years old and experienced in overnight distance racing.
- 4.2.2. Instructors may serve as Advisors; however, an instructor may *never* serve as an Owner’s Representative.
- 4.2.3. All junior sailors (“Juniors”) and their instructor advisors shall be members of JSA and members of a member program.
- 4.2.4. Each Yacht shall be crewed by at least five Juniors who are at least 14 years old and at most 18 years old by the end of the current calendar year.
- 4.2.5. Juniors shall constitute at least 60% of the total number of persons aboard.
- 4.2.6. For boats over 35 feet, it is recommended that there be at least three advisors.
- 4.2.7. Crew recommendations:
  - 4.2.a. Boats under 35 feet: no more than 8 junior crewmembers
  - 4.2.b. Boats 35 – 42 feet: no more than 10 junior crewmembers
  - 4.2.c. Boats over 42 feet: no more than 12 junior crewmembers

#### 5. OWNER, OWNER’S REPRESENTATIVE AND ADVISOR RESPONSIBILITY

- 5.1. For the purposes of this section, the Boat Owner shall include the Owner’s Representative.
- 5.2. The Boat Owner is responsible for the safety of the yacht and its crew as well as the conduct of the crew before and during the race, and compliance with the Notice of Race and the Sailing Instructions.
- 5.3. The Boat Owner or designated Owner’s Representative, has the final say in matters pertaining to the safety of the crew and the boat. (RRS Fundamental Rule 4)
- 5.4. The Advisors/Owners shall refrain from assisting the sailors with racing strategies and steering except when a safety issue is involved.
- 5.5. If safety is a factor, the Owner or Advisor may take the helm, issue orders, use the engine, or take any appropriate action. Any such intervention should be recorded, in detail, in the log. At the very least, such detail shall include the GPS coordinates and time for both the start and finish of the period in which the adult advisor intervenes under this section. Immediately upon finishing, the yacht shall

inform the race committee that an owner/advisor intervention has occurred and that there will be a submission. That submission is due in writing the later of noon the day following the start, or 12 hours after finishing. The judges will evaluate the situation to determine if a time adjustment or other penalty is required. Such action will not be grounds for automatic disqualification.

## **6. SAFETY REQUIREMENTS**

- 6.1. All Yachts shall comply with Minimum Equipment & Safety Recommendations of the Y.R.A. of Long Island Sound: Category B.
- 6.2. All Yachts shall comply with the Rules for JSA Events. Particular attention is called to Rule 9, JSA Rules for PHRF events.
- 6.3. The Organizing Authority may make spot inspections before or after the race to assure compliance with the rules and reserves the right to disqualify or assess a penalty based on its findings.
- 6.4. All Yachts shall demonstrate their ability to shorten sail by sailing past the committee boat prior to the start with their mainsail reefed.

## **7. SPECIAL REQUIREMENTS**

- 7.1. At the time of entry, each yacht shall certify by filing the required document that 80% of the crew has participated in each of the following:
  - 7.1.a. Man Overboard Upwind Recovery,
  - 7.1.b. Man Overboard Downwind Recovery with Spinnaker,
  - 7.1.c. Reefing Mainsail,
  - 7.1.d. Night Practice (after dark) including 7.1.a-7.1.d
  - 7.1.e. 3 hour minimum on water practice, including the matters, set forth on the On Water Practice Certificate.
- 7.2. The Navigator shall be permitted to use GPS to assist in the navigation, however, computer-based routing programs are not permitted.
- 7.3. The Navigator shall make required entries into a log that has been supplied by the OA and to regularly plot the position of the yacht on the appropriate NOAA chart.
- 7.4. Completed logs shall be signed by the Navigator and affixed to the Certificate of Compliance for delivery to the OA following the completion of the race.
- 7.5. The Certificate of Compliance and log shall be delivered as soon as practicable and no more than 36 hours after finishing to the Main Office at Beach Point Club. A yacht will *not* be officially scored until this executed Certificate of Compliance has been filed. Documents may be mailed, hand-delivered to the main office, faxed or emailed to: [heather@beachpointclub.org](mailto:heather@beachpointclub.org).

## **8. ENTRY PROCESS**

- 8.1. Eligible boats may enter by completing the required entry forms and sending them to Beach Point Yacht Club, 900 Rushmore Avenue, Mamaroneck, New York 10543. Hand delivered entries shall be brought to the main office in the Clubhouse and shall not be left with the junior sailing staff or dockmaster. The entry will not be complete until all required documents have been delivered and all fees paid. Entry form documents include:
  - 8.1.a. Entry Form
  - 8.1.b. Man Overboard/Reefing Certificate
  - 8.1.c. Big Boat Self Inspection Report
  - 8.1.d. "Sport Boat Rule" Conformance Form

#### 8.1.e. On Water Practice Certificate

8.2. Entries must be received at Beach Point Club as prescribed by 8.1 by 1200 hours Thursday, August 11, 2011. Late entries will be accepted at the discretion of the race committee. Sailing instructions will be available to entered yachts on the JSA Website and at Beach Point Club.

8.3. All fees must be paid before a yacht may start.

8.4. A valid PHRF Rating Certificate shall accompany the Entry Form. Rating Certificate revisions may be accepted after submission of the Entry Form at the discretion of the OA.

8.5. Two copies of a completed and signed 2011 JSA Waiver form must be submitted with the entry form for each of the Junior crew members.

8.6. The Certificate of Compliance will be available on the JSA website or at the Skipper's Meeting.

### 9. FEES

9.1. The entry fee for timely entries shall be \$150.00 per boat

9.2. The entry fee for late entries shall be \$250.00 per boat

### 10. SAILING INSTRUCTIONS

11.1 The sailing instructions will be available on the JSA website and at the Skipper's Meeting.

### 12. COMMUNICATION

12.1 The OA will contract with Commander's Weather to provide weather forecasting services to the OA for the period of the race. Copies of the forecast will be available for all competitors at the skipper's meeting.

12.2 During the race, contestants may not receive weather, current or navigational information except by broadcast or online from a publicized source available, without charge, to all competitors. Fee-based, regatta-specific weather forecasting services are not permitted.

12.3 Each Yacht shall have at least one radio capable of receiving automatic weather alerts and tone alarms.

12.4 Each Yacht shall monitor both Channels 16 and 69.

12.5 An Owner/Advisor on each Yacht shall have an on-board cell phone, the number of which shall be provided on the entry form.

### 13. SCHEDULE

13.1 All participants are invited to a luncheon at BPYC at 1200 hours on the day of the race. Visiting yachts should hail the dockmaster on VHF Channel 69. MLW at dockside is 6'6". A limited number of guest moorings may be available, however, all vessels should be prepared to drop anchor, if need be.

13.2 There will be a mandatory pre-race meeting for Junior skippers, navigators, and advisors at 1300 hours on the day of the race.

13.3 The first warning is at 1520 hours on Tuesday, August 16, 2011.

## **14. INSPECTIONS**

- 14.1 The OA shall reserve the right to inspect any and all yachts for compliance with eligibility and equipment requirements before the start of the race or after its finish. The inspection is a courtesy and it remains the responsibility of the Boat Owner or Owner's Representative /Advisor to comply with all requirements. Failure to be in compliance subjects the yacht to protest and time penalties or disqualification in accordance with RRS.
- 14.2 A completed and signed Self Inspection Report shall be filed together with the entry forms.

## **15. LIABILITY RELEASE**

- 15.1 As a condition of the participation of any boat in any race or related activity sponsored or undertaken by the Beach Point Yacht Club, the owner, helmsperson and each crewmember agree that the safety of the boat and the crew and the decision whether or not to start or continue to race is solely their responsibility. Each of them waives all claims which he or she, or any heir, representative, successor or assignee, may have against the Beach Point Yacht Club and the JSA of LIS and each of their officers, trustees, members, committees, employees or agents, arising out of or in any way connected with participation in such race or activity. Responsibility for evaluating wind, sea and weather conditions rests with each competitor, as does the responsibility for the safe condition and operation of their boat including safety equipment and rigging and for wearing a life jacket. Assistance from the race committee, patrol boats, or other support boats and from personnel aboard them is at the risk of the participant. Beach Point Club and Beach Point Yacht Club bear no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race.

**Entry Form**  
**2011 Beach Point Overnight Race**  
**Tuesday, August 16, 2011**

Submit this completed form with a \$150 entry fee (check payable to Beach Point Yacht Club), and a copy of 2011 PHRF certificate, the "Sport Boat Rule" Compliance Form and the On Water Practice Certificate to: Beach Point Yacht Club, 900 Rushmore Avenue, Mamaroneck, NY 10543 Attn: Junior Overnight. Entries must be received by 1200 hours, Thursday, August 11, 2011. Faxed entry forms will not be accepted. Late entries may be accepted, with a \$250 check, at the discretion of the Race Committee. Sailing instructions will be available on the JSA website ([www.jsalis.org](http://www.jsalis.org)) or at the Beach Point Club office.

NOTE: No entry will be permitted to compete unless all entry fees are paid in full prior to the start of the regatta.

<b>CLUB INFORMATION</b>	
CLUB NAME:	CLUB PHONE:
NAME OF PROGRAM CHAIR:	PHONE:
NAME OF HEAD INSTRUCTOR:	PHONE:
HEAD INSTRUCTOR E-MAIL:	
NAME OF BIG BOAT LIASON:	BIG BOAT LIASON PH:
NAME OF COMMODORE:	COMMODORE PH:
IS A CHECK FOR THE ENTRY FEE ENCLOSED? <input type="checkbox"/> YES <input type="checkbox"/> NO	NAME OF PERSON SUBMITTING THE ENTRY:

ENTRY INFORMATION	
NAME OF YACHT:	LOA:
RIG	SAIL NUMBER:
TOPSIDE COLOR:	CLASS:
PHRF RATING FOR DISTANCE:	
<b>NAME OF OWNER:</b>	
OWNER'S ADDRESS:	
OWNER EMAIL:	CELL PHONE: HOME PHONE:
WILL THE OWNER BE ON BOARD: <input type="checkbox"/> YES <input type="checkbox"/> NO <i>IF NO, COMPLETE INFO FOR OWNER'S REPRESENTATIVE</i>  IF YES, HAS THE OWNER ATTENDED A SAFETY AT SEA SEMINAR WITHIN THE PAST 5 YEARS? <input type="checkbox"/> YES <input type="checkbox"/> NO	
<b>NAME OF OWNER'S REPRESENTATIVE:</b>	CELL PHONE: HOME PHONE    :
EMAIL OF OWNER'S REPRESENTATIVE:	
IS OWNER'S REPRESENTATIVE OVER AGE OF 25?	<input type="checkbox"/> YES <input type="checkbox"/> NO
IS OWNER'S REPRESENTATIVE A PAID INSTRUCTOR?	<input type="checkbox"/> YES <input type="checkbox"/> NO
ATTENDED A SAFETY AT SEA SEMINAR WITHIN THE PAST 5 YEARS?	<input type="checkbox"/> YES <input type="checkbox"/> NO
<b>NAME OF SENIOR ADVISOR 1:</b>	
IS ADVISOR CAPABLE OF TAKING CONTROL OF THE YACHT? <input type="checkbox"/> YES <input type="checkbox"/> NO IS ADVISOR OVER THE AGE OF 18? <input type="checkbox"/> YES <input type="checkbox"/> NO IS ADVISOR A SAILING INSTRUCTOR? <input type="checkbox"/> YES <input type="checkbox"/> NO, IF YES, DID ADVISOR TAKE THE 2011 NAVIGATION TEST? <input type="checkbox"/> YES <input type="checkbox"/> NO If exempt (year)	
<b>NAME OF SENIOR ADVISOR 2:</b>	CELL PHONE:
IS ADVISOR 2 CAPABLE OF TAKING CONTROL OF THE YACHT? <input type="checkbox"/> YES <input type="checkbox"/> NO IS ADVISOR 2 OVER THE AGE OF 18? <input type="checkbox"/> YES <input type="checkbox"/> NO IS ADVISOR 2 A SAILING INSTRUCTOR? <input type="checkbox"/> YES <input type="checkbox"/> NO, IF YES, DID ADVISOR TAKE THE 2011 NAVIGATION TEST? <input type="checkbox"/> YES <input type="checkbox"/> NO, If exempt (year)	

<b>JUNIOR CREW INFORMATION</b>	Are all junior crewmembers a member of your program?      YES      NO			
	If not, please write next to the names below, the program in which the junior sailor is a member.			
(Please print names clearly)	DATE OF BIRTH	NAVIGATION TEST 2011 ADVANCED BASIC EXEMPT	SEAMANSHIP TEST 2011 ADVANCED BASIC NONE	SAFETY AT SEA 2011
SKIPPER:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
NAVIGATOR:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
STARBOARD WATCH CAPTAIN:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
PORT WATCH CAPTAIN:		<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> Y <input type="checkbox"/> N
CREWMEMBERS:		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> E	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N

**BOAT OWNER CERTIFICATION AND WAIVER**

I, \_\_\_\_\_ as the  Boat Owner or  Owner's Representative aboard the yacht \_\_\_\_\_, representing \_\_\_\_\_ Yacht Club in the Junior Distance Sailing Championship of Long Island Sound acknowledge that I have read the rules pertaining to this race, and hereby agree to abide by the restrictions thereby imposed. I further certify that all requirements set forth in the sailing instructions have been met and the yacht \_\_\_\_\_ is equipped in accordance with the government regulations for a vessel of her size and type, that she carries all equipment called for in the Notice of Race and that she is, to the best of my knowledge, in all respects seaworthy.

To the fullest extent permitted by law, I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, protest committee, host club, or any other organization or official) involved with the event with respect to any personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers for any liability for such injury or damage.

Owner:

Date:

Owner's Representative: (if applicable)

Date:



# “Sport boat rule” - Compliance form

To be eligible to participating in any JSA PHRF event, vessels shall be a monohull and shall not be classified as a “sport boat”. A vessel will be considered a sport boat if it meets three of four of the following criteria:

- **Criteria #1** - Displacement-Length Ratio less than 100. Displacement-Length Ratio shall be calculated using the empty weight in pounds (DISPL LBS) and the length at water line (LWL) of the vessel; both values shall be as noted on the current PHRF certificate. Displacement-Length Ratio shall be calculated as  $D/L = (DISPL/2240) / (0.01 * LWL)^3$
- **Criteria #2** - Upwind sail area/displacement ratio greater than 30. Upwind Sail Area-Displacement Ratio shall be calculated using the area, in square feet, of the main plus the fore-triangle area, as determined by the calculations noted below, and the empty weight in pounds (DISPL LBS) of the vessel as noted on the current PHRF certificate. Upwind Sail Area-Displacement Ratio shall be calculated as  $SA/D = \text{Sail Area} / (DISPL/2240)^{2/3}$
- **Criteria #3** - Downwind Sail Area-Displacement Ratio greater than 75. Downwind Sail Area-Displacement Ratio shall be calculated using the area, in square feet, of the main, as determined by the calculation noted below, plus the largest spinnaker, as determined by the sailmaker, and the empty weight in pounds (DISPL LBS) of the vessel as noted on the current PHRF certificate. Downwind Sail Area-Displacement Ratio shall be calculated as  $SA/D = \text{Sail Area} / (DISPL/2240)^{2/3}$
- **Criteria #4** - A sprit length (TPS) more than 50 percent of J.
- The sail areas are computed using the fore-triangle area ( $I \times J \times 0.5$ ) and mainsail area ( $P \times E \times 0.5$ ) which do not take into account jib overlap or mainsail roach. Dimensions used shall be as noted on the vessel’s current PHRF certificate.
- The formulas can be found at:

Displacement-Length Ratio - [http://www.sailingusa.info/cal\\_dl\\_ratio.htm](http://www.sailingusa.info/cal_dl_ratio.htm)

Upwind or Downwind Sail Area-Displacement Ratio - [http://www.sailingusa.info/cal\\_sad\\_ratio.htm](http://www.sailingusa.info/cal_sad_ratio.htm)

## Vessel measurements and data

Displacement in pounds (DISPL LBS) from the PHRF certificate \_\_\_\_\_

Length at water line (LWL) from the PHRF certificate \_\_\_\_\_

Area of the fore-triangle ( $I \times J \times 0.5$ ), I and J from the PHRF certificate \_\_\_\_\_

Area of the mainsail ( $P \times E \times 0.5$ ), P and E from the PHRF certificate \_\_\_\_\_

Area of the largest spinnaker as determined by the sail’s maker \_\_\_\_\_

Sprit length (TPS) from the PHRF certificate \_\_\_\_\_

<u>Conformance</u>	Vessel’s actual	Conforms? Yes or No
<b>Criteria #1</b> Displacement/Length Ratio less than 100	_____	_____
<b>Criteria #2</b> Upwind sail area/Displacement Ratio greater than 30	_____	_____
<b>Criteria #3</b> Downwind sail Area/Displacement Ratio greater than 75	_____	_____
<b>Criteria #4</b> A sprit length (TPS) more than 50 percent of J	_____	_____

2011 BEACH POINT YACHT CLUB JR. OVERNIGHT RACE  
MAN OVERBOARD/REEFING CERTIFICATE

<i>Crewmembers shall initial the box for each drill they participated in.</i>	<i>MOB Upwind</i>	<i>MOB Downwind with Spinnaker</i>	<i>Reefing Main</i>	<i>MOB Upwind at night</i>	<i>MOB Downwind with Spinnaker at night</i>	<i>Reefing Main at night</i>
<i>Date of drill</i> <i>Time of drill</i>						
<i>Name of Owner or Owner's Representative</i>						
<i>Advisors:</i>						
<i>Skipper:</i>						
<i>Starboard Watch Captain</i>						
<i>Port Watch Captain</i>						
<i>Navigator</i>						
<i>Crew Members</i>						

*We certify that the crewmembers named above of the yacht \_\_\_\_\_ have conducted the Man Overboard and Reefing drills as proscribed in the 2011 Notice of Race.*

*Skipper: \_\_\_\_\_ Date: \_\_\_\_\_*

*Navigator \_\_\_\_\_ Date \_\_\_\_\_*

*Owner or Representation \_\_\_\_\_ Date: \_\_\_\_\_*

*Big Boat Liaison \_\_\_\_\_ Date: \_\_\_\_\_*

2011 BEACH POINT YACHT CLUB JR. OVERNIGHT TRACE  
ON WATER PRACTICE CERTIFICATE

On the Water Practice Plan – Minimum 3 Hour Duration

1. On Board Briefing
  - a. Safety gear (locate MOB, raft, extinguishers, flares, others)
  - b. Locate thru-hulls, propane and engine fuel shutoffs
  - c. Test VHF – weather, USCG (Ch 16)
  
2. Sailing Practice
  - a. Concentrate on 3 or 4 primary helmsmen
  - b. Upwind (with MOB from time to time)
  - c. Tacks, Sets and Gybes
  - d. Douses (as part of MOB)
  
3. Quick-Stop MOB Drills – during Sailing Practice
  - a. Use cushion or life ring
  - b. Upwind-drop jib
  - c. Downwind-drop chute
  - d. Minimum 5 upwind and 5 downwind MOBs
  
4. Reefing
  - a. Reff – 1<sup>st</sup> (and 2<sup>nd</sup>)
  - b. Unreef

We certify that the crew members of the yacht \_\_\_\_\_ have conducted the On Water Practice as prescribed above.

Skipper: \_\_\_\_\_ Date: \_\_\_\_\_

Navigator: \_\_\_\_\_ Date: \_\_\_\_\_

Owner or Representative: \_\_\_\_\_ Date: \_\_\_\_\_

Big Boat Liaison: \_\_\_\_\_ Date: \_\_\_\_\_

## RECOMMENDATIONS FOR PREPARATIONS FOR HEAVY OR THREATENING WEATHER

- Monitor weather reports (NOAA, airport, IPOD, etc) and observe the changing sky. Particularly look for dark cloud masses at night.
- Dog forward hatch and all portholes; fix hatch board in place. Make sure there are no lines, sheets, sails or other debris that would prevent a secure seal.
- Report your location to the Communications Vessel or Race Committee. Consider using cell phone if out of radio contact. Mark your location on a paper chart (in case your gps goes down.) Have a crew below write your lat-long every ten minutes.
- Confirm all crew are in foul weather gear and wearing PFD-harness-tether-strobe-whistle. Clip onto jackline or strong points.
- Reef mainsail including reef points; prepare for second reef if needed. Secure reef tack around boom with extra sailstop (so doesn't fall off the hook). Maintain moderate permanent backstay tension (not floppy).
- Drop spinnaker and put below; make sure all sheets are out of the water. Stow pole or sprit.
- Change to small jib (#3 or #4) or drop jib and secure to foredeck. Big jib turtled and placed below. If roller furl, take 5 extra rolls and put the furling line and sheet on winches and cleat them.
- Warmup engine and charge batteries (can then shut down). If necessary to put into gear, note time, direction, etc. in log in preparation for a submission under NOR 4.3e.
- Turn on running lights (even in daylight)
- Put the youngest or most inexperienced crew down below.
- Crew should be sitting and not be holding rigging in case of lightning strike.
- Many squalls blow from the northwest (or a different direction) so be prepared for the windshift (gybe? tack?).
- Monitor Channel 16. Listen and watch for commercial traffic.
- Consider your location and strategy: Avoid commercial lanes; consider sea room or seek shelter?
- Sail Guideline (for typical fin keel 35-45 foot yacht):
  - i. Full main and #3 Jib- max 25-27 kts TWV (true wind velocity)
  - ii. Single reef and #4- max 30-32 kts
  - iii. Double reef and #4- max 35-38 kts
  - iv. Double reef and storm jib- max 45 kts
  - v. Trysail and storm jib- max 55 kts
  - vi. Trysail or storm jib- max 65 kts

# BIG BOAT SELF INSPECTION REPORT FOR BEACH POINT OVERNIGHT

*Please check each item and initial each group*

<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<p><b>1.0 GENERAL</b></p> <p>1 .1 All recommended equipment shall function properly, be readily accessible and shall be of a type, size and capacity suitable and adequate for its intended use and the size of the yacht.</p> <p>1 .2 Yachts shall be self-righting. They shall be strongly built, watertight and with respect to hulls, decks and cabin trunks, capable of withstanding the impact of solid water and knockdowns. They must be properly rigged and ballasted, fully seaworthy and meet the standards set forth herein. "Properly rigged" means (inter alia) that shrouds must never be disconnected.</p> <p>1 .3 Inboard engine installations shall be such that the engine can be securely covered when running and that the exhaust and fuel supply systems are securely installed.</p> <p>1 .4 All heavy items including ballast and internal fittings such as batteries, stoves, gas bottles, tanks, engines, outboard motors, anchors and chain shall be securely fastened so as to remain in position should the yacht be heeled 180°.</p> <p>1 .5 Sea cocks and valves shall be fitted on all through hull openings below the LWL except integral deck scuppers, shaft log, speed indicators and the like. However, a means of closing such openings when necessary must be provided.</p> <p>1 .6 Soft wood plugs, tapered and of various lengths to fit all through hull openings must be attached to the appropriate fittings with a length of line.</p> <p>1 .7 Sheet winches shall not be mounted in a way that requires an operator to be substantially below deck.</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Owner or Owner's Rep Initial and Date</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Big Boat Liaison Initial and Date</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Skipper, Navigator or Watch Captain Initial and Date</p> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="border: 1px solid black; width: 40px; height: 30px;"></div> <div style="border: 1px solid black; width: 40px; height: 30px;"></div> <div style="border: 1px solid black; width: 40px; height: 30px;"></div> </div>
<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<p><b>2.0 STRUCTURAL FEATURES</b></p> <p>2.1 The hull, including deck, cabin top and all other parts shall form an integral, watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity. Centerboard and daggerboard trunks shall not open into the interior of the hull.</p> <p>2.2 Companionways, if extended below the sheer line, shall be capable of being blocked off to the level of the local sheerline. When such blocking arrangements are in place, the companionway (or hatch) shall continue to give access to the interior of the hull.</p> <p>2.3 Not Applicable</p> <p>2.4 Pulpits and stanchions shall be through bolted or welded, and the bases thereof shall not be further inboard from the edge of the working deck than 5% of the maximum beam or 6 inches, whichever is greater. Stanchion bases shall not be situated outboard of the working deck.</p> <p>2.5 Taut single wire lifelines shall be installed at a height of not less than 24 inches above the working deck for yachts over 28 feet LOA and 18 inches for yachts 28 feet LOA and less. These lines shall be permanently supported at intervals of not more than 7 feet.</p> <p>2.6 A fixed bow pulpit must be installed. Lower lifelines need not extend through the bow pulpit Upper rails of pulpits must be at no less height above the working deck than the upper lifelines, except that in the case of sprit boats, the upper rail forward of the forestay may be up to 10 inches lower than the upper lifelines. Upper rails and bow pulpits shall be securely closed while racing. The bow pulpit may be fitted abaft the forestay with its bases secured at any points on deck, but a point on its upper rail must be within 16 inches forward of the forestay on which the foremost headsail is secured. Bow pulpits are not required on catboats, but lifeline protection must extend as far forward as the mast.</p> <p>2.7 Stern pulpits or lifelines arranged so as adequately to substitute for a stern pulpit shall be installed.</p> <p>2.8 All lifelines shall be taut and inelastic. Intermediate lifelines, if installed, must be at least 9 inches above the main deck.</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Owner or Owner's Rep Initial and Date</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Big Boat Liaison Initial and Date</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Skipper, Navigator or Watch Captain Initial and Date</p> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="border: 1px solid black; width: 40px; height: 30px;"></div> <div style="border: 1px solid black; width: 40px; height: 30px;"></div> <div style="border: 1px solid black; width: 40px; height: 30px;"></div> </div>

**3.0 EQUIPMENT TO BE CARRIED ABOARD**

- 3.1 Fire extinguishers to be readily accessible and of the type and number required by the U. S. Coast Guard.
- 3.2.2 One manual bilge pump operable with all cockpit seats, hatches and companionways closed.
- 3.2.3 JSA Rule 9.7d: Sharp Knife secured in cockpit
- 3.2.4 Two buckets of stout construction each with at least 2 gallons capacity and each to have a lanyard.
- 3.3.1 Horseshoe type life ring with a drogue (OR Lifesling without a drogue), equipped with whistle and a self-igniting light within reach of the helmsman and ready for instant use.
- 3.3.2 JSA Rule 9.7d: Handheld VHF radio
- 3.4 A personal flotation device with whistle and strobe light attached for each member of the crew.
- 3.5 Two flashlights.
- 3.6 Compass.
- 3.7 Spare Compass.
- 3.8 Emergency Tiller.
- 3.9 Suitable anchor and rode.
- 3.10 A second suitable anchor and rode.
- 3.11 Foghorn.
- 3.12 Heavy weather jib and reefable mainsail or storm trysail, such that the yacht may be worked to windward in heavy weather.
- 3.13 JSA Rule 9.7d –Jacklines able to be installed before boat leaves the dock
- 3.14 Pyrotechnic Signals -the minimum U.S. Coast Guard requirement for the yacht.
- 3.15 A VHF radio (with an automatic weather alert and tones).
- 3.16 A radar reflector with a 12 inch diagonal minimum dimension or equivalent echoing area of not less than 6 square meters
- 3.17 Navigation lights: to be shown as required by current governmental regulations and mounted so as not to be masked by sails or the heeling of the yacht.
- 3.18 A safety harness for each member of the crew.

Owner or Owner's Rep Initial and Date

Big Boat Liaison Initial and Date

Skipper, Navigator or Watch Captain Initial and Date

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**4.0 SAFETY EQUIPMENT TO BE WORN**

- 4.1 A personal US Coast Guard Approved flotation device with whistle must be worn at all times when on deck.
- 4.2 A strobe must be worn between sunset and sunrise.
- 4.3A safety harness and tether must be worn:
  - a . between the hours of sunset and sunrise.
  - b. when alone on deck.
  - c. when the mainsail is reefed.
  - d. when the true wind speed is 25 knots or above.
  - e. when visibility is less than one nautical mile.

*Please initial to indicate the each crewmember has the required personal safety equipment and is aware of the requirements of this section.*

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2011 BEACH POINT YACHT CLUB JR. OVERNIGHT RACE  
CERTIFICATE OF COMPLIANCE

Please answer all questions.

This Certificate shall be signed and delivered as soon as practicable, but no more than 36 hours after finishing, to the Race Committee at the Beach Point Yacht Club. This certificate may be mailed, faxed or hand delivered to the main office at Beach Point Club. A yacht will not be officially scored until this executed Certificate of Compliance has been filed.

NOTE: Any other deviation, either voluntary or involuntary, from the requirements of the 2011 Notice of Race, and Sailing Instructions including actions under 4.3e of the NOR shall be reported in a detailed written submission and are due the later of noon the day following the start, or 12 hours after finishing, whichever is later.

We certify that the crew of the yacht \_\_\_\_\_:

Did \_\_\_\_\_ did not \_\_\_\_\_ comply with the Racing Rules of Sailing (RRS 2009-2012) including USSAILING Prescriptions

Did \_\_\_\_\_ did not \_\_\_\_\_ comply with the 2010 Rules for JSA events

Did \_\_\_\_\_ did not \_\_\_\_\_ comply with the PHRF Minimum Equipment & Safety Recommendations of YRA of LIS Category B

Did \_\_\_\_\_ did not \_\_\_\_\_ comply with all of the communications limitations set out in Paragraph 9 of the Notice of Race

Did \_\_\_\_\_ did not \_\_\_\_\_ comply with the Roll Call procedures set out in Paragraph 5.6 of the Notice of Race

Did \_\_\_\_\_ did not \_\_\_\_\_ affix a duly completed and signed log to this Certificate of Compliance

Did \_\_\_\_\_ did not \_\_\_\_\_ pass specified government marks on the proper hand, except as permitted in the Sailing Instructions

Did \_\_\_\_\_ did not \_\_\_\_\_ experience a significant injury or illness among the crew during the race

Did \_\_\_\_\_ did not \_\_\_\_\_ experience a Man Overboard incident during the race

Did \_\_\_\_\_ did not \_\_\_\_\_ experience a situation requiring an Advisor to take any measures as detailed in 4.3.d, 4.3e of the NOR

Finish: Date: \_\_\_\_\_ Time: \_\_\_\_\_ hr. \_\_\_\_\_ m \_\_\_\_\_ s

Skipper: \_\_\_\_\_ Date: \_\_\_\_\_

Navigator: \_\_\_\_\_ Date: \_\_\_\_\_

Owner or Owner's Rep: \_\_\_\_\_ Date: \_\_\_\_\_