



HARBOR ISLAND YACHT CLUB

2019 Kent Martin Winter Series Racing Instructions Starts & Handicaps

The Winter Series Races are pursuit starts. Starting handicaps for all boats are listed on the HIYC WEB under Racing-Winter. Please contact Peter Bennett [peter.bennett@nissan-usa.com] if your boat is not listed.

- The winter series is self-monitored. There is no committee or chase boat. Competitors sail at their own start time and at their own risk.
- There will be no formal skipper meeting the day of the race. However if there are circumstances or weather changes that lead to an informal meeting leading to cancellation of the race or change of race course, this is acceptable and encouraged. The criteria for a race to be held will temperature and wind. Check the temp forecast at 10:00 PM Friday night on Channel 4. We will race if predicted high temperature is 40F or above. If the wind is predicted with an average of 5 MPH we will use the 5 mile course. If it is predicted greater than 5 MPH we will use the 8 mile course.
- **There is no warning signal for Saturday Races. The official starting time (0:00 Hour) is 12:00 PM. Competitors start at their designated starting time per the 2017 Winter Series Start Times Document.**
- Starting times are posted on the bulletin board in Club House.
- For yours and all competitors' safety, **VHF Radios are NOW mandatory.**
- Channel 68 is the official HIYC-RC communications channel. Channel 16 and 13 are your best channels to communicate to barge traffic.

Start Finish Line

- There is only **one Start/Finish line – it's the same for both starting directions.** The Start/Finish line is between the red and green Corp of Engineers channel markers **southwest** of the HIYC harbor entrance (left out of the harbor entrance) approximate mile mark of 223.2. Basically out from Shutes Branch.

Course

There are two race courses available based on weather and wind speed. They are a 5 mile and 8 mile course. Please see the [Pursuit Start Times](#) for your assigned time. The 5 mile course will be from the assigned start to buoy D and back to the finish line. This course is recommended for light air and will always start heading up river regardless of wind direction. The 8 mile course is recommended for normal to windy conditions and the direction is based on that wind direction. This course is either start/finish to D to C to start/finish or C to D to start/finish. The course to use will be posted Saturday morning at 11:00 in the clubhouse or assigned PRO.

- **Starts for 8 mile** course are generally in a windward direction. That means starting toward Lindsley Light for most wind directions that are predominately North or East and towards Drakes Creek for wind directions that are predominately South or West.

□ Depending on starting direction; The course runs from the Start/Finish line to the UPSTREAM turning mark, the first Green Channel Mark upstream of Lindsley Light (not the Green mark abeam of Lindsley Light) (see diagraph) or DOWNSTREAM to a Green Channel Mark just South of Drakes Creek main channel.

NOTE; The upstream mark is near mile mark 226 and the downstream mark is the second green marker near and slightly downstream of the mouth of Drakes Creek at approximate mile mark of 222.

□ All Marks are rounded to port.

□ **The 5 mile course** will be from the assigned start to buoy D and back to the finish line. This course is recommended for light air and will always start heading up river regardless of wind direction.

□ In the event of barge traffic, round a “virtual mark” near the intended mark but clear of the channel.

□ Course charts are available on the HIYC WEB under Racing-Winter Series.

□ **Cancellation: Check the temp forecast at 10:00 PM Friday night on Channel 4. We will race if predicted high temperature is 40F or above.**

□ **Spinnakers** are permitted and encouraged to support crew training and practice in a less intensive environment.

□ **River Barges** have absolute right of way. Please note and obey the HIYC policy statement about Commercial Traffic:

□ **The course, set on Old Hickory Lake, may intersect the navigational channel. Commercial traffic (barges) and deep-draft craft in the channel have right-of-way over sailboats and must be treated with utmost respect. Competitors are encouraged to monitor their VHF radio for warnings and communication with other vessels as it relates to these “right of way” vessels.**

□ **When a boat sailing under these rules meets a vessel that is not, the rules of Part 2 (When Boats Meet) are replaced by the Inland Navigation Rules. Any boat impeding the passage of a right-of-way vessel is subject to protest by the race committee or the protest committee.**

□ **When a boat is becalmed or otherwise unable to sail out of the channel before an approaching barge is half a mile distant, she may use its engine or any other method to clear the channel provided the boat does not thereby gain a significant advantage in the race. This changes RRS 42.3(h).**

□ **Competitors are responsible for noting who finishes in front of them and behind and recording their finishing position. A form will be provided in the club house for recording your finishing position.**

Use of auxiliary engines and/or “virtual” marks (rounding an unmarked location away from a conflicted course mark that is at least equidistant and not advantaged to the next mark) to avoid navigational channels and marks in the presence of river barges is required to eliminate even the

impression of possible navigational impairment to barges. Competitors must avoid any actions that might incur any anxiety to river barge captains