



Nantucket Yacht Club Racing Program Policies and Protocols



Updated 8/22/2019

1) Contact Between Boats

Any contact between racing sailboats shall result in one or more boats either taking a penalty or filing a valid protest. Competitors not complying with the policy may have their entry suspended or cancelled by the Organizing Authority, the NYC Race Committee.

2) Decision to Race

- a. The final decision whether to hold a race, to continue racing, or to cancel racing resides with the Professional Race Officer (PRO). The PRO shall make his/her decision based on:
 1. Consultation with the Race Committee Chair
 2. When possible, consultation with the Fleet Captains
 3. Evaluation of conditions in the racing area, including
 - i. Wind strength, sustained as measured over two-minute periods, and gusts
 - ii. Sea state
 - iii. Weather, including forecasts
 - iv. Temperature
 4. The perceived capabilities and competencies of the “average” Nantucket competitor (not the top 20% or the bottom 20%)
- b. The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone. (RRS 4)
- c. When boats are being hauled for a named storm and/or when the Harbor Master requests boats in the harbor be hauled, racing may be cancelled in advance. Otherwise, racing will not be cancelled prior to one hour before the scheduled competitors meeting on race day.
- d. Postponements may be made either ashore or on the water. In the case when wind is too light to race, a postponement ashore will be signaled only if there is no measurable wind. Otherwise, the Race Committee will proceed to the racing area.
 1. If postponement remains displayed ashore at 1230, for any reason, Alerions and Rhodes-19s will be cancelled for the day.
 2. For all other fleets, if postponement remains displayed ashore at 1400, for any reason, racing will be cancelled for the day.
- e. Individual fleets may decide not to race, by methods of their own determination.
- f. Individual fleets have made decisions on their sailable upper wind limits as follows:
 1. Alerions – 17 knots sustained or gusts to 21 knots
 2. Indians – 22 knots sustained or gusts to 25 knots
 3. Rhodes-19s –
 - i. 20 knots sustained or gusts to 23 knots
 - ii. No use of spinnakers when Y-flag is displayed, usually at 16 knots
 4. IODs –
 - i. 23 knots sustained or gusts to 26 knots
 - ii. No use of spinnaker when Y-flag is displayed, usually at 19 knots
 5. All other classes – 18 knots sustained
- g. Nothing in this section (Decision to Race) may be subject to protest or request for redress by a boat.

3) Conclusion of Racing Day, and Protests

- a. Competitors are requested to inform the Race Committee if they are intending to file a protest, as a courtesy to the members volunteering for Protest Committee.
- b. The PRO will attempt to have all fleets back in their mooring areas by 1600 each day.
- c. During regular IOD racing, no race may be started after 1530.
- d. Protest hearings are open to observers. Observers may not speak, and must remain in the room until the conclusion of all testimony.
- e. The NYC Race Committee requests that prior to filling out protest forms, parties involved in a protest should consult with Eric Robbins, acting as an Arbitrator.

4) Scoring

- a. All NYC racing is scored using Appendix A or the RRS, including A9 for a series longer than a regatta.
- b. For all series, only boats which have come to the starting area at least once will be considered to have entered the series.

5) Corinthian Sailing

- a. It has long been an unwritten rule that racing in Nantucket is a sport of amateurs. For a hundred years our sailors have raced against each other, with skipper and crew being part of our community. This is the essence of racing here.
- b. There is no place for a racing professional on board a sailboat competing in Nantucket Yacht Club races.
- c. We realize the definition of professional can be questioned. To avoid argument, a professional sailor makes his or her living racing sailboats and is paid to do so. Summer instructors at our Clubs or NCS, or members of the boating trade, are not professionals for this purpose.
- d. Ultimately, what is acceptable may require judgement. If a boat is unsure about whether a member of its crew is an amateur, we encourage checking before the race with the Race Committee.
- e. The Protest Committee or the Organizing Authority reserves the right to disqualify any boat with professionals on board with or without a hearing.

Saturday Race Committee Intentions

These are not rules.

- 1) We will endeavor, when conditions permit, to send the Alerions to different marks from the other classes, particularly downwind marks.
- 2) We will make more use of the courses (8, 9, 10) where the finishing line is at the bottom of the course, below the starting line. There we can make the finishing line as wide as we like without creating a large obstruction.
- 3) When using courses with the starting and finishing lines in the middle (5, 7T), we can experiment with having a mark boat finish the Alerions at the second downwind mark, while the other classes finish upwind.
- 4) We will adjust the Alerion starting line to attempt to achieve a better spread, particularly towards the "pin" end away from Maushope.
- 5) We will be more proactive in "chasing" boats away from the starting area when it is not their turn, especially boats attempting to check-in after arriving late.
- 6) We will make use of a change in the racing rules that now permits a boat to be protested and penalized for failure to avoid a collision before or after racing, or between races.
- 7) We will make as much use as possible of the larger Race Area 3.
- 8) We will send the Alerions on a longer first race, putting them at "the end of the line" for subsequent starts.
- 9) We will keep the truly smaller classes (Rainbows, MC-15s, and the 12-1/2s) in a separate race area.
- 10) We will continue rules education at competitors meetings.