THE TWENTY HUNDRED CLUB
2018 PRINCE HENRY RACE

A Unique and Challenging Contest of Navigational Skills, Wits, and Stamina

Saturday, August 25, 2018

THE ORGANIZING AUTHORITY IS THE TWENTY HUNDRED CLUB

OBJECTIVE -To sail the longest distance (corrected for handicap) within the specified time limit.

PLEASE NOTE: This year's race includes some significant changes. Participants should not use previous years' documents and should carefully review all race documents.

1. RULES

- The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2017-2020, and these sailing instructions.
- RRS 52 (Manual Power) is modified such that power-driven winches and furlers are permitted.
- Twenty Hundred Club race participants will conform to the US Safety Equipment Requirements published by US Sailing for the "US Nearshore" racing category. The requirements are available here: http://www.ussailing.org/wpcontent/uploads/2014/05/US-SER-Categories-2014-3.pdf.

1.1 CRUISING CLASS RULES

A. Spinnakers, mizzen spinnakers, and mizzen staysails are not allowed.

B. Only one sail at a time may be used forward of the main mast except where a staysail may be used on a standard double headed cutter rig. This does **NOT** prohibit a transient condition during sail changes.

2. ENTRIES

Eligible yachts may be entered by completing registration with the organizing authority, found at www.twentyhundredclub.org. Eligible competitors shall have a PHRF certificate from PRHF-NB.

3. NOTICE TO COMPETITORS

Notice to competitors will be available via radio address from the race committee.

4. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be available via radio signal from the committee boat or line setter. Note: there will be no change to the sailing instructions.

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TO THE NEXT CHALLENGE.
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Twenty Hundred Club racing

5. SIGNALS MADE ASHORE
All signals will be made from the "starter" via Channel 72. No signals will be made ashore.

6. SCHEDULE OF RACE
August 25, 2018 - 0850 warning signal via GPS time. If sound signals are received via Channel 72 from the starter, they take precedence over GPS time. There will be one race with both classes starting simultaneously.

7. STARTING SEQUENCE

TIME	SIGNAL
0850	WARNING 3 LONG BLASTS
0855	PREPARATORY 2 LONG BLASTS
0900	START 1 LONG BLAST

The starting sequence will be broadcast on Channel 72 by the starter. If a yacht is late, she still must start in accordance with the Starting Procedure (7.2). She must anchor, with lowered sails, and crew below decks prior to starting. She must notify the starter or line setter upon starting.

7.1 STARTING LINES
There are seven starting lines. Each is designated by a mark (see 10.1 and Appendix A) which is the starboard end of the line in the direction of the first leg. The Line Setter at each line will be anchored at the port end of the line. The line shall be perpendicular to the course to the first mark. Other contestants shall anchor along or behind the line but not more than 300 yards from it. The line setter shall report, on Channel 72, all participants at his/her location to the starter. In the absence of a designated line setter at a particular start location, vessels will anchor with respect to the intent of this section and report their presence individually to the starter on Channel 72.

7.2 STARTING PROCEDURE
The start will be "fisherman style". All boats must be at anchor at the time of the warning signal. Engines must be off. Sails must not be hoisted, but mainsail covers may be off and head sails may be hanked on or through the pre-feeder and led into the track with sheets led aft and bent on. This means that headsails may NOT be rolled up on a roller furler. However, in the event that the furler design makes dropping and hoisting the headsail exceptionally difficult, a boat may apply in writing to the Race Committee at least one week before the start of the Race for an alternate start procedure. The alternate start procedure will require that the boat shall not "unfurl" the headsail for 4 minutes after the start horn. When the preparatory signal is sounded, all crew must be below decks. At the starting signal, the crew may go on deck, hoist sails, weigh anchor, and sail the appropriate Starting Leg defined in Appendix C. All classes start together. Rule 30.1 shall apply to the start.

8. RACING AREA
The race will be held in Narragansett Bay and Rhode Island Sound.

9. THE COURSE
The possible marks are listed in Appendix B. The choice of course to be sailed by each competitor is at the discretion of each competitor, subject to the following constraints:

- Only the legs listed in Appendix C may be sailed and a leg between two marks may be sailed in either direction. Both directions are the same leg.
- The sequence of legs sailed must make an uninterrupted line from start to finish.
- A leg may be sailed at most twice, except the legs to a Starting or Finishing Mark which may be sailed only once. This means that a leg may be sailed once each in opposite directions, or sailed in the same direction twice.
- With the exceptions defined below, marks may be passed on either side, but that side must be the appropriate one: if the next mark bears to port, the mark must be left to port; if the next mark bears to starboard, then the mark must be left to starboard. If a leg is to be immediately repeated, the mark may be left to either side.
- **Only the center spans of the Mount Hope, Newport, and Jamestown bridges may be used**. Government marks RN"2" south of Hog Island, and C"1" Despair Island must be passed on the proper side. Other government marks do not have a proper side for the purposes of this race.

9.1 NARROW CHANNEL

Competitors are advised that Narragansett Bay is regarded as a NARROW CHANNEL for the purposes of rule 9(b), International Regulations for Preventing Collisions at Sea (COLOREGS).

10. MARKS

Turning marks will be government buoys

10.1 STARTING MARKS are listed in APPENDIX A

10.2 TURNING MARKS are listed in APPENDIX B (NOTE the highlighted change)

10.3 VALID LEGS AND OFFICIAL LENGTHS OF THE LEGS OF THE COURSE are listed in APPENDIX C

11. ENGINE

Beginning at 0930 and any time thereafter, engines may be run in gear for a total of 30 (thirty) minutes. There is no time limit to running the engine out of gear. An engine may be used any number of times during the race as long as total in-gear running time does not exceed thirty minutes. The running time must be properly documented on the log sheets.

12. THE FINISH

The finish line will be between R"14" Fl R 2.5s, in the vicinity of the entrance to Allen Harbor, and the white flag on the committee boat.

12.1 COMMITTEE BOAT

If a committee boat is not on station, yachts will record their own time when R"14" Fl R 2.5s bears 270 degrees magnetic AND the buoy is not more than 200 feet distant.

12.2 FINISHING PROCEDURES AND TIME LIMITATIONS

Racers finish the race by crossing the finish line at Allen Harbor anytime between 1500 and 1600 hours. ~~Finishing at 1530 exactly is optimal~~. Finishing between 1500 and 1530 incurs no penalty. Finishing between 1530 and 1600 hours incurs a mileage penalty. Finishing before 1500 or after 1600 hours will result in disqualification.

12.3 LOG SHEETS

Each skipper must submit a properly completed log sheet to the Race Committee as soon as practical after finishing. Email versions (or clear jpgs of your actual sheet) are accepted up to two days from the race, Monday August 27h at 1530 to PrinceHenryResults@twentyhundredclub.org. Rapid submission allows for rapid results! Failure to submit a score sheet will result in a DNF.

13. PROTESTS

Yachts intending to protest must notify the Race Committee immediately upon crossing the finish line. Protests shall be written on forms available from the race committee, and lodged within 1 hour after the protesting boat finishes. In the absence of the RC after race completion protest forms may be emailed to PrinceHenryResults@twentyhundredclub.org. Hearing times will be announced.

14. SCORING – The Prince Henry Race is one with a near infinite number of "race courses" with multiple starting areas that may not have identical optimal course distances. Therefore, the scoring must consider elapsed time and distance sailed while taking into account the PHRF rating. To summarize, the scoring uses your VMG, adjusting the actual elapsed time (which is between 6 and 7 hours) using PHRF TOD and also using the "penalty miles" for a finish after 15:30 hours.

Penalty for finishing between 1530 and 1600 Hours

Penalty Miles = (Minutes Late After 1530/250) X (Actual Miles Sailed)

Adjusted Elapsed Time = Actual Elapsed Time – (Your PHRF – PHRF of the lowest rated boat in your class) x Actual_Miles_Sailed

VMG (Adjusted) = (Actual_Miles_Sailed – Penalty Miles) / Adjusted_Elapsed_Time

Final score (mileage) = VMG (Adjusted) x 6.5hrs

15. ADDITIONAL INFORMATION

Competitors may contact the Race Committee on Channel 72.

15.1 RACEQ RACE TRACKING

IMPORTANT: Race committee decisions on improper courses may only be contested based on an uploaded RaceQs track. Use of RaceQs to self-report your race is strongly recommended for this purpose (in addition to the mandatory submission of the Prince Henry Log). A free account for your boat and a free iOS or Android app are required from www.raceqs.com. Competitors may also upload RaceQs data, which will show your track to other race participants.

APPENDIX A – STARTING MARKS

STARTING AREA	MARK
1 EAST GREENWICH	C“3” Warwick Neck 0.5 miles W of the flagpole on Warwick Neck
2 BARRINGTON	G“1” Fl G 4sec 0.5 miles S of Rumstick Point
3 BRISTOL	C“3” Usher Rock 0.2 miles E of Usher Cove
4 WICKFORD	R“2” Gong Harbor Entrance 0.1 miles E of Breakwater Opening
5 NEWPORT	G“3” Gong Rose Island 0.2 miles SE of Rose Island
6 WARWICK	G“19” QG 1.1 miles W of Nayatt Point
7 PORTSMOUTH	C“7” 0.15 miles NE of Dyer Island

APPENDIX B – TURNING MARKS

A R“2” FlR 4 sec whistle 3.3mi S of Point Judith
B FlG 4sec “3”gong, Whale Rk 1mi WSW Beavertail Pt
C RW“NB” Fl 4sec horn RACON 4.0mi S of Beavertail Pt
D R “2A” Bell 1mi NW of Sakonnet Point
E G C“5” 0.5mi W of High Hill Point, Sakonnet River
F R“4” FlR 4sec Bell 0.7mi S of Spar Isl. Mt. Hope Bay
G R“8” FlR 4sec Bell 1.0mi E of Spar Isl. Mt. Hope Bay
H RN“2” 0.1mi W of Cedar Cove, Cole River
I RG“MH” Fl(2+1)R 6sec Gong 0.5mi S Mount Hope Point
J G“3” FlG 4sec Bell 0.5mi S Hog Island
K RG“SP” Bell 1.3mi SE of Homestead, Prudence Island
L RN“22” 0.25mi SW of Dyer Island
M GC“EP” 0.2mi N of Newport Bridge center span
N G“11” FlG 2.5 sec Bell The Dumplings
O R“2” FlR 4sec Bell 0.5mi NE of Conanicut Point
P G“7” QG 0.5mi SE of Quonset Point
Q R“8” FlR 4sec 0.2mi W of Patience Island
R R“16” QkFlR 0.4mi SW of Nyatt Point
S R“10” QkFl R Bell Rumstick Neck Reach 0.6mi NW North Point
T RGN 0.5mi N Providence Point, Prudence Island
U R“2” FlR 2.5sec Bell 0.8mi W of Hog Island
V RG Fl(2+1)R 6sec Gong 0.1mi S of Dutch Island
W RG“NR” Bell 0.3mi SSW Beavertail Point
X RGN 0.1mi S of Prudence Island
Y C1 north of Despair Island
Z G17 0.5 mi W of Coddington Cove
AA R”2” QR WHIS 1.1 mi SW of Brenton Point

APPENDIX C

OFFICIAL LENGTHS OF THE LEGS (nautical miles)

STARTING LEGS

1-Q	1.33	4-P	1.77	7-K	1.68
2-S	0.73	5-N	1.06		
3-U	1.43	6-R	1.07		

FINISHING LEG

P-R"14" Fl R 2.5s 1.73

OTHER LEGS

A-B 8.54	G-H 1.90	O-P 1.63
A-C 5.93	H-I 3.40	O-Q 5.03
A-D 14.65	I-J 2.33	O-X 1.50
B-C 3.91	J-K 1.34	P-Q 4.88
B-P 8.32	J-U 1.49	P-V 5.20
B-V 3.11	K-L 2.35	Q-R 3.75
B-W 0.80	K-M 6.80	Q-T 1.45
C-D 9.16	K-U 1.39	R-S 2.28
C-N 6.27	L-M 4.50	R-T 2.60
C-W 3.66	L-O 2.42	S-T 1.77
D-E 4.94	L-X 0.93	S-U 3.13
E-F 7.62	M-N 1.5	T-U 3.06
F-G 1.26	M-O 4.10	V-W 3.07
F-I 1.03	N-W 3.30	P-Y 2.23
O-Y 1.83	L-Z 3.14	O-Z 3.14
M-Z 1.35	Y-Z 4.82	X-Y 2.40
AA-N 3.23	AA-D 7.00	AA-W 1.91
AA-C 3.18		

All above distances are approximate. Competitors are reminded that several leg pairings include areas of shoal water. Prudent seamanship in the sailing of all leg pairings is required.

PRINCE HENRY THE NAVIGATOR RACE LOG 2018

YACHT_____ SAIL # _____

SKIPPER_____ CLASS_____

LEG #	MARK ROUNDED (ENTER THE LETTER)	PORT OR STARBOARD (P OR S)	TIME OF ROUNDING	ENGINE IN GEAR ENTER START TIMES IN GEAR	MINUTES OF USE (ENGINE IN GEAR) See SI Rule 11	MILES SAILED APPENDIX C
1	Starting Mark					
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

TOTAL ENGINE TIME_____ TOTAL MILEAGE_____

I HEREBY CERTIFY THAT I HAVE SAILED THE RACE ACCORDING TO THE SAILING INSTRUCTIONS AND THAT THE INFORMATION SUBMITTED ON THIS LOG SHEET IS CORRECT TO THE BEST OF MY ABILITY.

SKIPPER'S SIGNATURE_____