



THE TWENTY HUNDRED CLUB
2021 Prince Henry the Navigator Race
Saturday, 28 August 2021, 0850
Storm Date: Sunday, 29 August 2021, 0850

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

Please Note: Under **2021-2024 RRS Appendix J**, "A rule in the notice of race need not be repeated in the sailing instructions."

Sailors are advised that they must use the [NOR and the SI](#) documents together going forward. For this year only, reminders will be included below when information is omitted from the SI because it is included in the NOR.

1 RULES

- 1.1 The event is governed by the rules as defined in [2021-2024 Racing Rules of Sailing \(RRS\)](#), the Twenty Hundred Club 2021 Notice of Race (NOR), and these Sailing Instructions (SI.)
- 1.2 The Organizing Authority (OA) for this event is the Twenty Hundred Club.
- 1.3 US Sailing Safety Requirements for the "US Nearshore" category are applicable for this event. Details are on the US Sailing website at: <https://www.ussailing.org/wp-content/uploads/2021/02/Monohull-SER-2021.0.pdf>. In addition to the US Nearshore racing requirements, all sailors under the age of 18 must wear a U.S. Coast Guard approved PFD at all times while racing.
- 1.4 The protest committee may impose a penalty other than a DSQ which may include a warning. **THIS CHANGES RRS 64.2.**



1.5 Cruising Canvas Rules:

- 1.5.1 Spinnakers, mizzen spinnakers, and mizzen staysails are not allowed.
- 1.5.2 Only one sail at a time may be used forward of the mainmast except where a staysail may be used on a standard double-headed cutter rig. This does NOT prohibit a transient condition during sail changes.

See NOR for changes to **RRS 52**.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the SI will be posted on the www.twentyhundredclub.org website no later than two (2) hours before the scheduled warning signal.
- 2.2 Any changes to the SI posted within 48 hours before the scheduled warning signal will also be announced by the Race Committee or the local line setter via radio on VHF channel 72.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 All notices to competitors prior to 0600 on the day of the race will be posted on www.twentyhundredclub.org. Any notices after 0600 will be made by the Race Committee or the local line setter on VHF channel 72.
- 3.2 On the water, the Race Committee will monitor and communicate with competitors via radio on VHF channel 72. **All competitors are expected to continuously monitor this channel.**
- 3.3 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 No signals will be made ashore. All signals will be made from the Race Committee boat or the local line setter.

6 SCHEDULE OF RACE

- 6.1 Saturday, 28 August 2021, 0850 hours warning signal based on GPS time. The storm date for this race is Sunday, 29 August 2021, 0850 hours warning signal. If sound signals are received via VHF channel 72 from the Race Committee, they take precedence over GPS time. There will be only one race.

7 CLASS FLAGS

- 7.1 Class flags will not be used in this event.

8 RACING AREA

- 8.1 The racing area includes Narragansett Bay, Greenwich Bay, Mt. Hope Bay, the Sakonnet River and Rhode Island Sound.
- 8.2 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 (COLREGS).

9 COURSES

- 9.1 The choice of and order of course marks sailed by each competitor is at the discretion of that competitor, selected from the list of allowed course marks, subject to the following constraints:
- 9.1.1 Only the **Allowed Course Legs** listed in Appendix C may be sailed. A leg between two marks may be sailed in either direction. Both directions are the same leg.
- 9.1.2 The sequence of legs sailed must make an uninterrupted line from start to finish.
- 9.1.3 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, course marks may be passed on either side, but that side must be the appropriate one: if the next course mark bears to port, that mark must be left to port; if the next course mark bears to starboard, that mark must be left to starboard. If a leg is to be immediately repeated, the course mark may be left to either side.
- 9.1.4 Only the center spans of the Jamestown Verrazano Bridge, the Claiborne Pell Newport Bridge and the Mt. Hope Bridge may be used.

- 9.2 The following aids to navigation must be passed on the proper side at all times:

Identification	Common Name	Approximate Location
RN "2"		0.3 NM SSW of Hog Island
G "1" Fl G 4s	Despair Island	0.2 NM NW of Hope Island

Other aids to navigation need not be passed on their proper sides. The captain is responsible for navigating in a manner to assure the safety of the vessel and her crew.

10 MARKS

- 10.1 Course marks will be government buoys.
- 10.2 **Allowed Start Marks** are listed in Appendix A of these Sailing Instructions
- 10.3 **Allowed Course Marks** are listed in Appendix B of these Sailing Instructions
- 10.4 R "14" Fl R 2.5s, 0.4 NM ESE of the Davisville Piers, is used as the finish mark for this event.

11 THE START

- 11.1 All Classes will start simultaneously. A 10-minute warning signal will be at 0850 hours. The start will be at 0900 hours. GPS time will be used. **THIS CHANGES RRS 26.**
- 11.2 There are seven allowed start lines, each designated by one of the allowed start marks listed in Appendix A. The choice of a start mark and start line is at the discretion of each competitor, selected from the list of allowed start marks.
- 11.2.1 The start mark is the starboard end of the start line, when sailing the start leg. A local line setter (boat) will be anchored at the port end of the start line, which will be roughly perpendicular to the leg to the required first course mark.
- 11.2.2 Other contestants shall anchor along or behind the start line but not more than 300 yards from it.
- 11.2.3 The local line setter will report all contestants anchored at his/her location to the Race Committee via VHF channel 72.
- 11.2.4 In the absence of a local line setter at any particular start location, vessels will anchor according to the intent of this section and report their presence individually to the Race Committee on VHF channel 72.

11.3 Starting sequence:

Time	Signal	Sound
0850	All Classes Warning	3 Long Horn sounds
0855	All Classes Preparatory	2 Long Horn sounds
0900	All Classes Start	1 Long Horn sound

The starting sequence will be broadcast on VHF channel 72 by the Race Committee. This sequence is provided as a guide. Times may change in the event of a postponement.

11.4 The race will be started "fisherman style." **THIS CHANGES RRS 26.**

- 11.4.1 All boats must be at anchor at the time of the warning signal and engines must be off.
- 11.4.2 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.
- 11.4.3 If a 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 1 minute after the start signal.
- 11.4.4 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.
- 11.4.5 If a boat is late, she still must start in accordance with the starting procedure of this section. She must anchor, with lowered sails, and crew below decks prior to starting. She shall notify the Race Committee or local line setter upon starting.

11.5 If any part of a boat's hull is on the course side of the start line at the start signal, she must sail completely around the start mark AFTER the start signal before again crossing the start line to sail to the first course mark. **THIS CHANGES RRS 29.1.**

12 POSTPONEMENTS

- 12.1 Before a start signal, the Race Committee may for any reason postpone the start or abandon the race.
- 12.2 If a postponement is necessary, the Race Committee will signal postponements in multiples of 10-minute intervals and will advise the fleet accordingly on VHF channel 72. **THIS CHANGES RRS 27.3.**
- 12.3 If an abandonment is necessary, the Race Committee will advise the fleet accordingly on VHF channel 72. **THIS CHANGES RRS 27.3.**

13 RECALLS

- 13.1 There shall be no individual recalls. **THIS CHANGES RRS 28.2 AND 29.1.**
- 13.2 There shall be no general recalls. **THIS CHANGES RRS 29.2.**

14 SPECIAL INSTRUCTIONS

- 14.1 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. All in-gear running time must be properly documented on the log sheets.
- 14.2 Each boat shall record her progress around her chosen course using the RACE LOG (Appendix D.)

15 THE FINISH

- 15.1 The finish line will be between a staff displaying a white or orange flag on the Race Committee boat and the finish mark, R "14" Fl R 2.5s, 0.4 NM ESE of the Davisville Piers.
- 15.2 Racers finish the race by crossing the finish line at Allen Harbor anytime between 1500 and 1600 hours. Finishing between 1500 and 1530 incurs no penalty. Finishing between 1530 and 1600 hours incurs a mileage penalty as described in **SCORING** below. Finishing before 1500 or after 1600 hours will result in disqualification.
- 15.3 Competitors should be prepared to take their own finish time (in hh:mm:ss.) It is recommended that competitors attempt to contact the Race Committee on VHF channel 72 as their yacht approaches the finish line, and if contact is not made, assume the Race Committee is not on station.

- 15.4 If no Race Committee boat is on station for the finish, the following will apply:
- 15.4.1 When R "14" Fl R 2.5s bears 270 degrees magnetic and is within 100 feet, the boat shall be finished.
 - 15.4.2 **Take your own GPS time as you finish and note the boats finishing just ahead and just behind you. Report to the Race Committee as soon as possible your time and those two closest boats on VHF channel 72 or via e-mail to racecommittee@twentyhundredclub.org.**
- 15.5 To complete the race, each skipper must submit a properly completed RACE LOG to the Race Committee as soon as practical after finishing. Email versions (or clear jpgs of your actual sheet) will be accepted until 2100 hours on the day of the race sent to PrinceHenryResults@twentyhundredclub.org. Rapid submission allows for rapid results! Failure to submit a score sheet will result in a DNF.
- 16 PENALTY SYSTEM**
- 16.1 The 720-degree turns penalty, **RRS 44.1** and **44.2**, will apply.
 - 16.2 **RRS Appendix P** does not apply.
- 17 TIME LIMITS**
- 17.1 Boats arriving at the finish line after 1600 hours are disqualified as stated in section 15.2 above.
- 18 HEARING REQUESTS**
- 18.1 Protests are strongly discouraged.
 - 18.2 Boats intending to protest shall display a red flag and announce the protest via VHF channel 72 at the first reasonable opportunity for each.
 - 18.3 Boats intending to protest must notify the Race Committee immediately upon crossing the finish line.
 - 18.4 Protests shall be written on a form available from the Race Committee boat or on a downloaded US Sailing Protest Form linked at the bottom of the [Twenty Hundred Club Race Page](#). Protests must be lodged within one hour after the protesting boat finishes. If a Race Committee boat is not on station at the finish, protest forms may be e-mailed to PrinceHenryResults@twentyhundredclub.org

18.5 Hearing times will be announced via email to all competitors.

See NOR for changes to **RRS 64.2**.

19 SCORING

19.1 The Prince Henry Race is one with a nearly 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 finishes between 1530 and 1600 hours.

19.2 For finishes between 1530 and 1600 hours:

$$\text{Penalty Miles} = \left\{ \frac{(\text{Finish Time} - 1530)}{250} \right\} \times (\text{Actual Miles Sailed})$$

$$\begin{aligned} \text{PHRF Time Adjustment} \\ = (\text{Your PHRF} - \text{Smallest PHRF in your Class\&Division}) \end{aligned}$$

$$\text{Adjusted Elapsed Time} = (\text{Actual Elapsed Time}) - (\text{PHRF Time Adjustment})$$

$$\text{Adjusted VMG} = \left\{ \frac{(\text{Actual Miles Sailed} - \text{Penalty Miles})}{\text{Adjusted Elapsed Time}} \right\}$$

$$\text{Final mileage} = (\text{Adjusted VMG}) \times 6.5 \text{ hrs}$$

20 SAFETY REGULATIONS

20.1 Yachts retiring from a race are required to notify the Race Committee. In the event that VHF communication is not possible (due to distance, equipment problems or other reasons), the retiring yacht should send an email to RaceCommittee@twentyhundredclub.org or contact one of the officers by phone (contact information at <https://twentyhundredclub.org/about-the-club-2/officers/>).

21 PRIZES

See NOR.

22 RISK STATEMENT

- 22.1 **RRS 3** states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

23 INSURANCE

- 23.1 Each participating boat shall be insured with valid third-party liability insurance.

24 ADDITIONAL INFORMATION

- 24.1 Finishes will be posted on the Twenty Hundred Club website within 24 hours of the deadline for submitting RACE LOGS.
- 24.2 Participants are encouraged (but not required) to use RaceQs at www.raceqs.com to self-report your race. To use RaceQs, a free account for your boat is required. A free iOS or Android app is also required. A "THC Prince Henry" site hosted by RaceQs will be available for uploading data and viewing participant replay.
- 24.2.1 Any reporting discrepancies found in the yacht's log sheet submission which could result in a DSQ may be resolved by the use of RaceQs reporting.
- 24.3 Further information about this event is available by contacting the OA at RaceCommittee@twentyhundredclub.org.
- See NOR for post-race event information.

APPENDIX A – ALLOWED START MARKS

ID	Starting Area	Start Mark	Approximate Location
1	East Greenwich	GC "3", Warwick Neck	0.4 NM W of flagpole on Warwick Neck
2	Barrington	G "1" Fl G 4s	0.5 NM S of Rumstick Pt
3	Bristol	GC "3"	0.3 NM E of Usher Cove
4	Wickford	R "2" GONG, Wickford Harbor Entrance	0.1 NM E of Breakwater Opening
5	Newport	G "3" GONG, Rose Island	0.2 NM SE of Rose Island
6	Warwick	G "19" Q G	1.1 NM W of Nayatt Point
7	Portsmouth	GC "7"	0.2 NM NE of Dyer Island

APPENDIX B – ALLOWED COURSE MARKS

ID	Course Mark	Approximate Location
A	R "2" FI R 4s WHIS	3.2 NM S of Point Judith
B	G "3" FI G 4s GONG	Whale Rock, 1.0 NM WSW of Beavertail Pt
C	RW "NB" Mo(A) WHIS RACON	3.9 NM S of Beavertail Pt
D	R "2A" BELL	1.0 NM WNW of Sakonnet Pt
E	GC "5"	0.4 NM WSW of High Hill Pt, Sakonnet River
F	R "4" FI R 4s BELL	0.9 NM ENE of Mt Hope Pt
G	R "8" FI R 4s BELL	0.9 NM E of Spar I, Mt. Hope Bay
H	RN "2"	0.2 NM W of Cedar Cove, Cole River
I	RG "MH" FI (2+1) R 6s GONG	0.5 NM SSE of Mt Hope Pt
J	G "3" FI G 4s BELL	0.6 NM SSE of Hog Island
K	RG "SP" FI (2+1) R 6s BELL	0.8 NM SE of Homestead, Prudence Island
L	RN "22"	0.4 NM SW of Dyer Island
M	GR "EP" FI (2+1) G 6s BELL	0.4 NM N of Newport Bridge center span
N	G "11" Q G BELL	The Dumplings
O	R "2" FI R 4s BELL	0.5 NM ENE of Conanicut Pt
P	G "7" Q G	0.6 NM SE of Quonset Pt
Q	R "8" FI R 4s BELL	0.3 NM W of Patience Island
R	R "16" Q R	0.4 NM SSW of Nyatt Pt
S	R "10" Q R BELL	0.6 NM NW of North Pt
T	RGN	0.5 NM N of Providence Pt, Prudence Island
U	R "2" FI R 2.5s	0.8 NM W of Hog Island
V	RG FI (2+1) R 6s GONG	0.1 NM S of Dutch Island
W	GR "NR" BELL	0.3 NM SSW of Beavertail Pt
X	RGN "PI"	0.1 NM S of Prudence Island
Y	G "1" FI G 4s	Despair Island
Z	G "17" Q G	0.7 NM W of Coddington Pt
AA	R "2" Q R WHIS	1.1 NM SSW of Brenton Pt

APPENDIX C

OFFICIAL LENGTHS OF ALLOWED COURSE LEGS (nautical miles)

START 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

FINISH LEG

P-FINISH 1.73

OTHER COURSE 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.

YACHT _____

SAIL # _____

SKIPPER _____

CLASS _____

LEG #	MARK ROUNDED (ENTER THE LETTER ID)	PORT OR STAR-BOARD (P OR S)	TIME OF ROUNDING (hh:mm:ss)	ENGINE IN GEAR (START TIME IN GEAR hh:mm:ss)	MINUTES OF ENGINE USE IN GEAR (SI 14.1)	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 _____

