

NINETEENTH ANNIVERSARY SEASON

YANKEE STATION REGATTA

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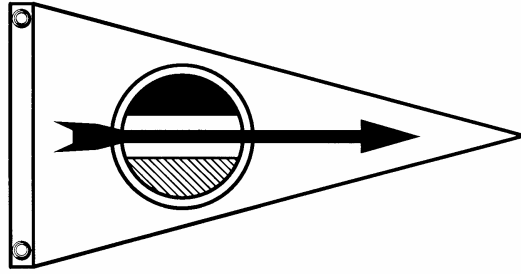
OLD POINT COMFORT YACHT CLUB



The Pointers 2010

SAILING INSTRUCTIONS

A Fort Monroe Affiliated Club



THE YANKEE STATION REGATTA

19th Anniversary Season

Sponsored by the

OLD POINT COMFORT YACHT CLUB

2010

SAILING INSTRUCTIONS

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OPCYC Web Site: <http://www.opcyc.org/>
CBYRA number for OPCYC: 06

THE YANKEE STATION REGATTA

SAILING INSTRUCTIONS

1. RACING PROGRAM

The 2010 Yankee Station Regatta will consist of a Spring, Summer, and Fall series of six races each scored under a modified PHRF handicap rating system in Spinnaker, Non-Spinnaker and Cruising classes. The Yankee Station Regatta is open to all sailors, whether members of OPCYC or not. A special Cruising Class is available for new racers and those whose boats carry large amounts of cruising gear. Courtesy ratings will be provided to Cruising Class entrants without official PHRF ratings. Additionally, all Cruising Class racers are eligible for special "Cruising Credits" which compensate in part for cruising gear carried aboard.

SCHEDULE:

Racing Seminar: "Racing with OPCYC at Yankee Station" 0900-1200 Sat Mar 27

There is no cost for the seminar.

Spring Series

April 10 (Hampton Flats), 24 (Azalea Festival)
May 1 (Pointer Rally in Hampton Flats), 15, 29 (Both Yankee Station)
June 12 (Yankee Station)

Summer Series

June 26 (Yankee Station)
July 10 (Veteran's Cup), 17 (Little Bay Challenge), 31 (Yankee Station)
August 14, 28 (Both Yankee Station)

Fall Series

September 18 (Tri-Service Cup*), 25 (Yankee Station)
*Only members of OPCYC, LYC, and NNSA may compete in the Tri-Service Cup
October 9 (Yankee Station), 23 (Round the Lights)
November 6, 20 (Both Hampton Flats)

Makeup Race Date

December 4 (only if required) in Hampton Flats

CUP RACES:

<u>Name</u>	<u>Date</u>	<u>Sponsor</u>
Azalea Festival	24 April	NNSA
Cape Henry Cup	15 May	BBSA
Veteran's Cup	10 July	LYC
Little Bay Challenge	17 July	BBSA
Tri-Service Regatta	18 September	OPCYC
Round the Lights	23 October	OPCYC

2. REGISTRATION and ENTRY FEES

Registration is required prior to sailing any race. Mail form and payment to:

OPCYC Racing Program

c/o Mark Wolfe Tel (H) 989-5064 wolfegang5@msn.com
111 West Woodland Road (C) 206-7903
Yorktown, VA 23692

Entry fees for Club Races in the Yankee Station Series are as follows:

<u>Entrant Category</u>	<u>One Series</u>	<u>All three Series</u>
OPCYC Members	\$12.00	\$30.00
OPCYC US Sailing Members	\$10.00	\$25.00
Non-Members of OPCYC	\$18.00	\$50.00
Non-OPCYC US Sailing Members	\$15.00	\$40.00

These fees will be used to help pay for the end of race season awards. Please make checks payable to the **OPCYC Racing Program**. Separate registration will be required, separate trophies will be presented, and additional entry fees may be charged by the sponsoring yacht club for certain cup races.

3. WAIVER OF LIABILITY

By participation in this regatta, the entrant acknowledges that he or she, as skipper, is solely responsible for the safety of his or her crew and yacht; that he or she represents that the yacht and its equipment is in sound condition, meets or exceeds minimum PHRF and US Coast Guard equipment recommendations, and all required safety equipment is aboard, accessible for use, and in operable condition; that the decision to race, not to race, or to withdraw after starting is solely that of the entrant and that the entrant hereby releases the Old Point Comfort Yacht Club, the officers, directors, and all members of the Race Committee from any and all liability or claims for personal injury or property damage resulting from participation in this event. The entrant has informed all crew members and insurance underwriters of this waiver.

4. RACING RULES

All racers must have a working knowledge of the racing rules. Appropriate excerpts from the ISAF and US Sailing Racing Rules of Sailing for 2009-2012 are listed in Appendix 6 (published separately).

Note: In the event of a conflict between these sailing instructions and the RRS, these Sailing Instructions shall apply for all club races sponsored by the OPCYC. In Cup races, the RRS and CCV Sailing Instructions or other rules will normally be in place, and may supercede these instructions.

5. RACING OFFICER OF THE DAY (ROD)

The "Racing Officer of the Day" (ROD) executes temporary Race Committee duties on designated racing dates. Skippers registered to race in the Yankee Station Regatta will be assigned a race date for ROD service. ROD training will be conducted and duty assignment dates posted on the OPCYC web site before the first scheduled Yankee Station race. The OPCYC Race Captain will coordinate training and will schedule skippers for ROD duty on one date. If for any reason the primary ROD is unable to fulfill the duties of temporary Race Committee on his assigned date, that skipper must inform the Race Captain. ROD duties are presented at Appendix 7: Race Management Procedures (published separately).

REMEMBER THAT THE ROD MAKES IT HAPPEN ON RACE DAY!

6. THE STARTING LINE

The starting line for club races at Yankee Station will normally be between the Committee Boat and CCV Southern Bay Mark "Y" (Red daymark "2"). Mark "Y" will be the racing rendezvous point *except* for Cup Races and any races run on the Hampton Flats. Cup Races will start as designated by the sponsoring yacht club. Races on the Hampton Flats will normally start at or near CCV Hampton Roads Mark "A" (Red daymark "4" off the mouth of Hampton Creek). The starting line will be a line between the center of the mark and the orange flag on the Committee Boat (normally at the mast). See Appendix 7, Race Management Procedures (published separately).

7. THE FINISH LINE

The finish mark will normally be the same mark as the starting mark. The finish line will normally be between the finishing mark and a drop mark as follow:

The finish line shall be set up on an imaginary line projecting from the fixed mark at right angles to the rhumb line of the last leg of the course so that racers approaching the finish line on the last leg will see the "pin to port". (The fixed mark should be on the port side of boats approaching to finish.) The precise finishing line is a line between the top of the fixed mark and an orange flag on the Race Committee Boat or the center of the drop mark. If no orange flag is present, the finish line will be between the top of the fixed mark and the mainmast of the Race Committee boat.

Cup Races and Club Races with a dedicated Non-Racing Committee Boat.

For Cup Races and for Club Races in which a dedicated Race Committee Boat has been designated (a power yacht or non-racing sailboat), the RC Boat will remain on station and will reposition as required to set up the finish line as described above.

Club Races with a Racing Officer of the Day (ROD)

Before the Race Committee boat starts, the RC will place a drop mark to establish the finish line between the finishing mark and the drop mark as described above. When finishing in the absence of an RC boat, the finish line is a line between the top of the fixed mark and the center of the drop mark.

Pointer Rallies:

For Pointer Rallies, the finish line will always be the starting line.

Note to racers:

Even if you think the drop mark is on the "wrong" side of the mark, the finish line is between the permanent mark and the drop mark.

8. RACE COURSE

The race course will consist of marks as designated in Appendix 9, 10, 11, and 12 (published separately). Race courses will be adjusted for the wind and time available to complete races by early-to-mid-afternoon. Courses will be posted on course marking panels on the side of the Committee Boat. Cruising, Spinnaker, and Non-Spinnaker classes will start together and sail the same course, except for certain Cup races. Course designations will be posted 10 minutes prior to the warning signal. The ROD should announce the selected race course over VHF Channel 72. For Pointer Rallies, the ROD should announce the warning time of each race allowing sufficient time for all boats to prepare for the next race.

Marks shall be rounded in such a way as to allow an imaginary string trailed behind the yacht to encircle the course, encompassing each of the marks of the course. If the first mark is north of the starting line and the second mark is east of the first mark, marks will normally be left on the starboard side. (The yachts will sail a slightly larger triangle than the marks of the course.) If the first mark is south of the starting line, and the second mark is east of the first mark, all marks will normally be rounded on the port side. The side each mark is to be rounded is also shown in the Race Diagrams in Appendices 9, 11, and 12.

CAUTION: Safety is paramount. Ships operating within dredged channels have extremely limited maneuverability and great momentum. Since we operate near shipping lanes, racers must be aware of any ship traffic and keep clear at all times.

9. TIME LIMITS

One yacht finishing within 4 hours of the start validates the race for all yachts entered. The Race Committee will abandon the race if no boat has finished within the required time limit. For Pointer Rallies, the time limit for each race will normally be 1 hour. For certain Cup Races, a different time limit may be established by the Race Committee.

At the discretion of the Rear Commodore for Racing or his representative, races may be shortened while in progress if the winds diminish to a point where it becomes apparent that the originally prescribed course cannot be completed within the time limit. For logistical reasons, this will normally entail moving the finish line to the next-to-last mark of the course. Every effort will be made by radio and voice to inform each yacht of this decision.

10. FINISH TIMES AND RECORD KEEPING

There are two methods of establishing and recording elapsed times of the racing yachts:

Cup Races

For Cup Races and some Club Races such as Pointer Rallies, a dedicated Race Committee boat will establish the race course, start the race, and take the finishing times of all yachts. The Race Committee will call the finish time of each boat to the Scoring Committee for calculation of corrected time and finishing position. The Scoring Committee will adjust the finishing positions as necessary following the resolution of any protests.

Club Races

For those Club Races where no dedicated Committee Boat is available, the first yacht to finish shall do so between the drop mark and the permanent mark, recording her own finish time using GPS time if possible. She will then anchor as close to the drop mark as possible and collect the finish times for all other yachts, again using GPS time if possible. ***The first yacht to finish is responsible for taking and recording the elapsed times of all yachts racing. Every effort must be made to ensure that the finishing times are***

recorded fairly and accurately. This yacht should remain on station until the last yacht has crossed the finish line or the established race time duration has elapsed. This yacht will retrieve the drop mark before returning to home station. Finishing times may be provided to the scoring committee by cell phone or radio as soon as possible so that the results may be computed on the water. The yacht collecting finishing times may transfer her duties to a yacht that finishes behind her and provide that yacht with recorded times by radio, cell phone, laptop or message handoff.

Since the Racing Officer of the Day (ROD) starts the race, her start time will be different from all the others. After all other yachts have started, the ROD shall weigh anchor, drop a mark to establish the finish line in the correct location, then start, recording her own start time for delivery to the scoring committee. This procedure will allow the ROD to compete in the race. A racing yacht's time begins with the starting flag and ends when crossing the finish line. Time starts when the class flag goes down, not when a yacht crosses the start line. As a single exception, the ROD boat's time will start when she crosses the line. The ROD should use GPS time to start the race and record his own start time if possible.

11. RULES AND RATINGS

Acquiring a current-year PHRF of the Chesapeake rating is highly recommended for all racers and is required for Non-Spinnaker and Spinnaker Classes in some Cup races. "Valid" 2010 Ratings are assigned by PHRF of the Chesapeake to individual yachts for a one-year period. Application forms are available from the PHRF of the Chesapeake Web Site (<http://www.phrfchesbay.com/>). The OPCYC Race Scoring Committee will assign courtesy ratings for all yachts not having a "Valid" 2010 PHRF rating. Class registration is declared for each series.

PHRF Non-Spinnaker: Double headsails are permitted within all OPCYC-run races. This is sometimes shown on race circulars as NS(2). Cup Races may be designated as either NS(1) (single headsail only) or NS(2) (double headsails) by the sponsoring club.

Cruising Class: This class is primarily for racers with less experience and/or for those with true cruising equipment. Only one headsail may be used at a time. In Cruising Class only, a rating time credit may be allowed for certain cruising features not recognized by PHRF of the Chesapeake, such as: wind generators, maximum size headsails under 155%, dinghy on deck, air conditioners, radar sets, etc.

Headsail sizes: For all classes, sails in excess of 155% will be penalized. The maximum size headsail and/or spinnaker that will be flown must be declared, for the duration of the season. (Changes in declared size of headsail may not be made.)

Spinnakers: Any spinnakers allowed under class rules are permitted, however, any spinnaker flown must be equal or smaller than that recorded on the PHRF certificate. Because Yankee Station races are normally small, 8 – 12 boats, spinnaker classes have not been delineated. If a skipper intends to fly a spinnaker, he must come within hail of the ROD, and announce this intention to the ROD before the five minute warning. If a skipper **announces his intention to fly a spinnaker during** a race, the boat incurs a minus 18 seconds per mile (of the race course), adjustment to its finishing time. If a skipper does not announce their spinnaker intention to the ROD, and flies a spinnaker during the race, the boat will be scored **with a 20% penalty in addition to the 18 sec/mile adjustment** for the race.

12. START TIMES

Punctuality: The first start time will be 10:00 AM for all club races run by OPCYC. Yachts arriving late will be allowed to start, but will not receive any time adjustment. Be on time!

Motoring before the start: Racers should be aware of Rule 42 (Propulsion) and the definition of "Racing." These rules essentially prohibit any race participant from using his engine for propulsion after the preparatory signal for the race has been given, normally at 0956. However, in the interest of gaining greater participation, *and in OPCYC club races only* (not in Cup Races), racers who are late arriving in the starting area may use their motors for propulsion, but only in order to reach the starting area. Mechanical propulsion must be disengaged sufficiently far enough from the start line so that the yacht is being propelled by sails alone when it crosses the starting line

Bad Weather/Cancellation Announcements: In the event of severe weather, the decision whether or not to hold a scheduled race will be made by the Rear Commodore for Racing or the Race Captain. They will normally confer by telephone at 0800 on the day of any scheduled race, and will make the decision before 0830. *In the event that a scheduled race is cancelled*, a message will be placed on the answering machine at the OPCYC clubhouse to that effect by 0830. The Rear Commodore for Racing will attempt to notify all registered racing skippers with boats in the Southall Landings and Salt Ponds Marinas; the Racing Captain will attempt to notify all registered racing skippers with boats in the Old Point Comfort Marina. If there is no message on the answering machine, the race is still "on". When in doubt, check the answering machine. **OPCYC Telephone: 788-3905.**

STARTING SYSTEM COUNTDOWN SEQUENCE:
(US Sailing RRS 26)

<u>Time</u>	<u>Event</u>	<u>Signal/Sound</u>
30 min before start	(~0930) RC On Station	RC Flag(s)
15 min before start	(~0945) Course Posted	Multiple horn blasts
5 min before start	(0955) Warning	Class Flag(s); 1 Horn blast
4 min before start	(0956) Preparatory	Blue flag or P, I, Z, Z with I, or black flag; 1 Horn blast
1 min before start	(0959) 1 minute	Prep Flag or shape down; 1 long Horn blast
Start	(1000) Start	Class flag down; 1 Horn blast

Class Flags are shown in Appendix Five. Be sure you know your class flag, as well as the meaning of P, I, Z, and black flags. Times shall be taken from the visual signal; the absence of a sound signal shall be disregarded. *NOTE: since all classes start together in all OPCYC club races, the class flag for all OPCYC club races will be a single flag "A" for "All," like this:*



All Classes (A) Flag

(See Appendices 7, Race Management Procedures, and 5, Code Flags)

13. RECALLS and POSTPONEMENTS

In the event one or more yachts cross the starting line early, the Committee Boat the race committee shall promptly display flag X with one sound. (RRS 29.1)



Individual Recall (X) Flag

As a courtesy, the race committee may call out the sail number or yacht name identifying the offender and/or will notify the offender by VHF channel 72 (Primary) or 68 (Alternate). Yachts cited for starting early shall restart by re-crossing the start line in the direction of the race start, but must remain clear of all other yachts until restarted. Skippers are responsible to ensure that they have made a clean start. Not hearing your individual recall is not a valid argument to counter an early start protest. When many boats are over early, the R/C has the option to call a **General Recall**. For a general recall, a "first substitute" flag (yellow triangle on blue field) will be used with multiple sound signals. (RRS 29.2)



First Substitute Flag

In the event of a general recall, a new "preparatory" signal will be displayed one minute after the "first substitute" is lowered.

The R/C may, at its discretion, delay or postpone the start if there is insufficient wind to make a fair start, or if the R/C has made an error in the start sequence. **A race may be postponed at any time prior to the starting signal, by displaying the postponement signal** with multiple sound signals. (RRS 27.3)



Postponement Flag

The start sequence will begin again one minute after the postponement flag is lowered.

14. PENALTIES

Penalty turns

A yacht which breaks a racing right of way rule in part 2 of the RRS "When Boats Meet" may absolve itself if as soon as possible following the infraction, and sailing well clear of other yachts, the yacht makes two complete turns in the same direction including two tacks and two jibes. While making its turns, the yacht must remain clear of all other racing yachts. After completing its penalty turns, the yacht may continue racing. (RRS 44.1, 44.2)

Mark strikes

If a yacht strikes a mark, the yacht may absolve itself if as soon as possible following the infraction, and sailing well clear of other yachts, the yacht makes one complete turn including one tack and one jibe. While making its turns, the yacht must remain clear of all other racing yachts. After making the turn, the yacht may then continue the prescribed race course. Re-rounding the mark is *not* required, as long as the yacht passes it on the required side. (RRS 31, 44.2)

Avoiding Collisions

OPCYC races are held in the spirit of friendly competition; racers should be able to participate without fear of expensive repairs because of collisions. Collisions between yachts can be expensive and must be avoided by all parties. Yachts having the Right of Way over others should hail other yachts if a collision appears likely. If the burdened yacht fails to yield the Right of Way, or if there is a disagreement over which yacht has the Right of Way, any yacht having the Right of way must avoid a collision by changing course if necessary, and protesting the other yacht. *A yacht may be disqualified for not avoiding a collision which results in damage, even if she has the Right of Way.* (RRS 14)

Protests

A yacht protesting another vessel must immediately display a red protest signal and must immediately inform the offending yacht of the intent to protest including saying the word "Protest". (RRS 61.1) (If the offense was breaking a rule in part 2 of the RRS "When Boats Meet," this will allow the yacht to absolve itself by performing two turns.) Any yacht intending to lodge a protest must notify the R/C on the water immediately upon finishing (Notify the yacht taking finishing times if there is no dedicated committee boat) so that a hearing may be convened prior to publishing race results. If a protested yacht fails to acknowledge an infraction, or desires to contest the protest, a **Protest Hearing** will be held at the conclusion of the race. All skippers of yachts involved in the protest, and any witnesses, must make themselves available at the clubhouse immediately after the race. *In that this is a "fun" event, a racer losing a protest shall not be disqualified, but shall normally be penalized the number of places equal to 20 percent of the number of starters* (rounded up to the nearest whole number equal or larger than 20% of the number of starters).

Example: A yacht which finishes 3d out of 11 boats but subsequently loses a protest will be scored as finishing 6th. ($11 \times .20 = 2.2$; round up to 3; 3d place + 3 = 6th place) Disqualification will be only for unsportsmanlike conduct. The decision of the protest committee shall be final. Note that there are several different ways to break a rule: 1) breaking a rule in Part 2 of the RRS "When Boats Meet", and 2) breaking any other rule, such as hitting a mark, using an unauthorized sail, motoring while racing, etc.

Sailing the correct course

If a yacht fails to sail the correct course, she shall be scored "DNF". (RRS 28)

15. SCORING & TROPHIES

Cup & Club Races

Club Races are defined as all non-sanctioned races organized and run by the OPCYC for Yankee Station participants only. Cup Races include the Azalea Festival race, the Veteran's Cup, the Little Bay Challenge, the Tri-Service Cup, and the 'Round the Lights Race. In each Cup Race, places will be given in the various classes, and awards will be made as designated by the host yacht club. *Cup races will also count toward the current Yankee Station series standing based on the number of participating Yankee Station series yachts only.* In other words, for the purpose of Yankee Station Regatta series results, Cup races will be scored as if only the Yankee Station yachts were entered. In the event that the classes sail different courses, the course length will be normalized and finishing times will be extrapolated as if all boats had sailed the same course.

Low Point System

Individual race scoring will use a *low point system*, based on each yacht's finish position. A first-place yacht will get 1 point, a second-place yacht will get 2 points, etc. In order to count as an official race of the Yankee Station Regatta, at least four boats must start the race. For results of a multi-race series, the sum of a yacht's lowest three scores will be used for the series score. A yacht may miss up to three races in a six-race series, or four races in a seven-race series, i.e., throw out the worst scores if more than three races are sailed.

Participation Points

In order to encourage participation, one point will be subtracted from the total series score for each of the first two races sailed in excess of the minimum three. In other words, a yacht may receive up to a total of two bonus points per series if she sails five of the six seven races. This means that she may miss one race completely without giving up any points to competitors. One "participation" point may also be awarded as credit for skippers acting as a dedicated R/C for a race. No more than two "participation" credits may be used in any series.

Participation Credit for Bad Weather

OPCYC's policy is that each individual skipper is alone responsible for deciding whether to race under the existing conditions. Although OPCYC will not normally start a race if the sustained winds are over 25 knots, there may be instances where OPCYC holds a race and one or more registered skippers leaves the dock, intending to start the race, then turns back because of weather or other concerns. It is not the desire of OPCYC to encourage skippers to race under conditions which the skipper and crew believe to be unsafe. To reduce the pressure to compete under marginal circumstances, any boat that leaves the dock in sufficient time to arrive at the start line on time shall be eligible for a participation point regardless of whether the boat actually starts the race. Skippers of boats that fall into this category must notify the race committee of this fact to be awarded a participation point.

Scoring

The yacht with the lowest total points in each class is the winner of the series for that class. At least three races must be sailed to qualify for a series. Trophies will be presented for each of the three series to the top four sailors in both classes at the Commodore's Ball. Overall "Best Sailor" awards are made to the OPCYC skipper in each class with the lowest point total for the entire year in each class. Additionally, the four skippers with the lowest point totals for the year will also be recognized by placing their names on an appropriate perpetual trophy to be displayed at the yacht club. To be eligible for the "best sailor" award, skippers must qualify by actually sailing at least three races in each of the three series.

16. RACE ADJUDICATION

The Rear Commodore for Racing is the final adjudicator during race operations from course establishment to finish. In his absence, the Race Captain or other member of the Permanent Race Committee listed in Appendix 1 will act in his stead.

Appendices:

- 1. Permanent Race Committee**
- 2. OPCYC Yankee Station Entry Form**
- 3. OPCYC Cruising Credits**
- 4. CBYRA Standard Entry Forms**

(Published Separately in the Permanent Appendix to the Sailing Instructions)

- 5. Code Flags**
- 6. Racing Rules and Definitions (Excerpts)**
- 7. Race Management Procedures (Including Chase Starts, Rabbit Starts, and Pointer Rallies)**
- 8. Tidal Currents**
- 9. Yankee Station Race Courses and Mark Matrix**
- 10. Olympic Courses**
- 11. Pointer Rally Courses and Marks**
- 12. Hampton Flats Standard Race Courses and Mark Matrix**