



Milford Yacht Club Invitational Challenge for the Boardman Cup

Saturday, August 3, 2024

Sailing Instructions

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

1 Rules

1.1 This event is governed by the rules as defined in The Racing Rules of Sailing.

1.2 The Regulations of the Eastern Connecticut Sailing Association Offshore Racing Circuit and the PHRF of Eastern Connecticut apply.

2 Changes to Sailing Instructions & Communications with Competitors

2.1 Any changes to the Sailing Instructions, will be posted before 10:00 a.m. on the day of the race, accompanied by the display of Flag "L" on the Race Committee (RC) signal vessel at dock.; except that any change to the schedule of races will be posted by 4:00 p.m. on the day before it will take effect.

2.2 Copies of the Notice of Race, Sailing Instructions and Scratch Sheet will be available at the RC signal vessel prior to departure to the race course.

2.3 Notices to competitors will be posted on the official notice board at yachtscoring.com and at the board adjacent to the MYC Dock Office

2.4 On the water, the RC intends to monitor and communicate with the competitors on VHF ch 72. This includes courtesy information: time checks, starting order of classes, courses, changes to the courses, shortening, postponement, starting signals and recalls.

2.5 From the first warning signal until the end of the last race, except in an emergency, a boat shall not make voice or data transmission and shall not receive voice or data transmissions that is not available to all boats.

3 Signals Made Ashore

3.1 Signals made ashore, including Flag "L," will be displayed on the RC boat at the dock.

3.2 When Pennant "AP" (Answering Pennant) is displayed ashore with two sound signals, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP, meaning that the race is postponed, and the first warning will be made not less than 60 minutes after AP is lowered with a sound signal.

4 Schedule of Races

4.1 The scheduled time for the first warning will be 1200 EDT. Up to two races may be sailed.

4.2 To alert boats that a race is about to start, the orange starting line flag will be displayed with one sound at least 5 minutes before a warning signal is made.

4.2 The RC signal vessel will display flag "A" (with no sound) while boats are finishing to signal that there are no more races today.

5 Class Flags

Class flags will be:

Class 1	Numerical Pennant 1
Class 2	Numerical Pennant 2
Class 3	Numerical Pennant 3
Class 3	Numerical Pennant 4

6 Starting Area & Check In

6.1 The starting area will be in the general vicinity of Charles Island.

6.2 [NP] With the anchored Signal vessel displaying Flag "L", boats with mainsails raised shall check in by passing in close proximity and hail their sail numbers until acknowledged by the RC.

7 Courses and Marks

7.1 The RC may designate a different course for one or more of the classes.

7.2 Courses will be displayed by the Signal vessel before the starting sequence for each class using a white-board, and will consist of the class designation followed, in order of rounding, by any of the mark letters described in SI rule 7.5. These may be government navigational aids or inflatable buoys (S, A and M"X").

7.3. The number 1 or 2 following the mark letters means the course is to be sailed 2 or 3 times around.

7.4 Course white board example

1 2	3	Class
A W D A S	A W D A S	Marks and order of rounding
2	1	Number of complete circuits
125°	125°	Approx. bearing to Mark "A"
1.25nm	1.25nm	Approx. Distance to Mark "A"

7.5 All marks shall be rounded or left to port, except that if a mark letter is **circled** on the course board, that mark shall be rounded or left to starboard.

S - Starting Mark & Finishing Mark

A - Special Mark (inflatable orange or yellow tetrahedron)

D - Charles Island Lighted Buoy "16" Fl R 4s (LL Nr 21225)

E - Charles Island Can "1" (LL Nr 24300)

G - Stratford Shoal (Middle Ground) Light Fl W 5s (LL Nr 21260)

H - Housatonic River Entrance Channel Lighted Bell Buoy "1" Fl G 2.5s (LL Nr 24355)

N - Milford Harbor Channel Lighted Buoy "4" Fl R 4s (LL Nr 24305)

P - Pond Point Shoal Nun "12" (LL Nr 21220)

R - Stratford Point Lighted Bell Buoy "18" Fl R 4s (south of Point No Point) (LL Nr 21245)

W - Welch's Point Nun "2" (LL Nr 24295)

X - Stratford Shoal (Middle Ground) Can "1" (LL Nr 21250)

M"X" Yellow-orange West Marine cylinders/ NO MORE THAN TWO USED IN A RACE

MS entrance to Gulf 41° 11.9472'N 073° 02.7920'W

M1 - 41° 08.9685'N 073° 03.3220'W

M3 - 41° 09.3110'N 073° 00.8944'W

M4 - 41° 09.9125'N 072° 59.8557'W

M5 - 41° 11.0181'N 072° 59.0199'W

M6 - 41° 09.9212'N 073° 03.1668'W

M7 - 41° 11.9833'N 073° 00.1940'W

7.6 When the first windward leg is to mark "A," the approximate compass bearing and distance from the start to mark "A" will be displayed on the course whiteboard.

7.7 Except when being rounded as a mark of the course, Charles Island Lighted Buoy "16," Charles Island Can "1," Welch's Point Nun "2," and Pond Point Shoal Nun "12" shall be passed to seaward.

7.8 No more than two of the Marks MS through M7 , will be set in any race, dependent on predicted wind directions.

8 The Start

8.1 Classes may be started in any order.

8.2 The starting sequence may or may not be a rolling sequence. Each boat should watch for its class flag which will designate the warning signal for that class. In the case of a combined class start, the class flags of the combined classes will be hoisted together.

8.3 The starting line will be between a staff displaying an orange flag on the Race Committee boat and the course side of starting mark "S".

8.4 [NP] Boats not involved in a starting sequence shall keep clear of the starting area and of those boats preparing to start.

8.5 If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a)

8.6 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will attempt to hail her sail number or broadcast on marine VHF ch 72. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress This changes RRS 62.1(a).

9 The Finish

9.1 The finish line is between a staff displaying a blue flag on the Race Committee vessel at the starboard end and the course side of the port end finishing mark.

10. Time Limit

10.1 The time limit for each class will be 4 hours. If no boat finishes within the time limit for that class, the race committee shall abandon that class race.

10.2 For each class, the finishing window is the time for boats to finish after the first boat in the class sails the course and finishes. Boats failing to finish within 60 minutes (the finishing time window) of the first in class and not subsequently retiring, penalized or given redress, will be scored TLE without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the finishing window. This changes RRS Rule 35, A5.1, A5.2 and A10.

11 Hearing Requests (Protests)

11.1 At its' first opportunity after finishing or withdrawing, a boat shall notify the Race Committee of its intent to protest another boat, and provide the sail number of the boat to be protested, and receive confirmation verbally or via VHF ch 72 of its intention to file a protest. This adds to RRS 61.

11.2 **The Protest Time Limit** shall be 30 minutes after the Race Committee boat docks. Hearing Requests (Protests) shall be in writing and shall be delivered to the Race Committee at the MYC dock. The docking time and protest time limit will be posted on the Official Notice Board and on the Notice Board adjacent to the MYC Dock Office.

11.3 Hearing Request Forms are available at the RC boat.

11.3 Notices will be posted as soon as possible before or after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Notices of protests by the Race Committee will be posted within the Protest Time Limit to inform boats of a protest and also any scores determined by the race committee

11.4 Requests for redress and requests to reopen a hearing must be delivered to the Race Committee within 30 minutes after hearing results or regatta scoring results have been posted. This modifies RRS 62.2 & 66.

12 Scoring

Races will be scored and corrected times determined using a PHRF-based "time-on-time" system. If a class has 2 races, Low Point Scoring RRS A4 will determine places for the class, and both races shall count. In compliance with ECSA Guidelines for distribution of race results to all competitors, regatta results may be announced during the post-race get-together, and will be posted on the official Notice Board and on the deck of the MYC clubhouse as soon as possible after the race.

13 Safety Regulations

[NP] A boat that withdraws from a race shall notify the Race Committee as soon as possible, via hail or via VHF ch 72.

14 Insurance

Each participating boat shall hold insurance, including third party liability insurance, and it is the owner or owner's representative's sole and inescapable responsibility to insure that the insurance is in place and is adequate prior to participating in this event

15 Awards

15.1 The Boardman Cup will be awarded to the club whose top three finishing spinnaker boats total the lowest score based on class finishes.

15.2 Class awards will be presented to the top boats in each class.

16 Risk Statement

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, but are not limited to strong winds, sudden changes in the weather, failure of equipment, boat handling errors, and poor seamanship by other boats.