



2016 Spring and Fall Series Sailing Instructions

1 RULES

1.1 The regatta will be governed by the rules as defined in the current The Racing Rules of Sailing (RRS) and the current PHRF Regulations as administered by the YRA of Long Island Sound, except as any of these are altered by the Notice of Race or by these Sailing Instructions. PHRF boats shall comply with YRALIS Minimum Equipment Recommendations for Category C races, and shall sail with W/L ratings.

1.2 Prior to the first race signal of the day, each boat shall check-in with the signal boat by sailing by and declaring her intention. There will be no check in by radio.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Dockhouse on the SYC pier and on Yachtscore.com.

3 CHANGES TO THE SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be posted by 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect. Oral changes may be made on the water via announcements over VHF Channel 5A. This changes Race Signals.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from ON THE LINE while at the dock.

4.2 Flag AP displayed ashore means that racing is postponed. When lowered, "1 minute" is replaced with "not less than 60 minutes." This modifies Race Signals.

5 SCHEDULE

5.1 Harbor Start to at 1100

1200 First signal

1600 No warning signal after this time

5.2 It is the intention of the race committee to run multiple races on any racing day. The display of Code Flag "R" at the finish of any race will signal that another race is intended to be started. A verbal announcement from the race committee may also be made.

6 CLASS FLAGS and CLASS SPLITS

<u>Class</u>	<u>Class flag</u>
PHRF Class 1-Spinnaker	Numeral Pennant 1
PHRF Class 2-Non Spinnaker	Numeral Pennant 2

The final class splits will be available on Yachtscoring.com no later than the day before racing.

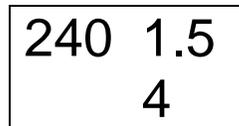
7 RACING AREA

The starting area for all classes will be APPROX. 1.2 NM SOUTHWEST OF Bell 32, The Cows, at a point approximately halfway between Bell 32 and Bell 32A, MIDSOUND. The Race Committee will announce on Channel 5A any change to the starting area.

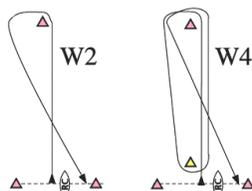
8 COURSES

A course board displayed from the Signal Boat will identify ***the direction and distance to the windward mark on the top line and the course number to be sailed on the bottom line.*** Different courses may be sailed for each class. The course will be displayed at or before the warning signal for the next class to start. The Race Committee will attempt to notify over VHF Channel 05A the course to be sailed.

Course board example:



Windward / Leeward courses will be sailed with marks to be left to port.



If a leeward mark is set as in courses W4, W3 and W5, the leeward mark will be to windward of the start/finish line. The leeward mark is not a mark of the course for a final downwind leg.

The Race Committee may set an offset mark at the windward mark. If set, the offset mark will be an inflatable mark of different color than the windward mark.

9 MARKS 9.1 Marks will be orange or yellow tetrahedrons. The start mark and finish mark will be the same color. The gate marks, if used, will match each other, but will be a different color from the start and finish marks.

9.2 A new mark when used in accordance with Instruction 11, "Changing the Next Leg of the Course", will be a different color from the original mark.

10 THE START

10.1 Races will be started in accordance with RRS 26. The Warning Signal for the second and subsequent starts may be the starting signal for the previous start. The order of starts shall be signaled with class flags and may be announced via VHF.

10.2 The start line will be between a staff flying an orange flag on the signal boat at the starboard end of the line and the pre-course side of an inflatable mark at the port end of the line.

10.3 A keep away buoy may be tethered to the stern of the committee boat. Any boat touching this buoy will have broken rule 31 and shall act in accordance with rule 44.1.

11 CHANGING THE NEXT LEG OF THE COURSE

11.1 A changed mark will be of a different color than the original mark. Subsequent changes will alternate between the two.

11.2 If code flag "C" is flown with a class Warning Signal, that class will sail the first windward leg to the change mark

12 THE FINISH

12.1 For downwind finishes, the finish line will be between a blue flag or "R" flag on the signal boat and the course side of an inflatable mark on the opposite side of the signal boat from the starting line. The use of code flag "R" at the finish indicates that another race is intended to be started. This changes Race Signals.

12.2 For upwind finishes, the finish line will be between the course side of an inflatable mark to port and a blue or "S" flag on a race committee boat to starboard.

13 TIME LIMIT

13.1 The time limit for the first boat in each class to sail the course and finish is 1 ½ hours. Boats failing to finish within forty five minutes after the first finisher in her class will be scored TLE (Time Limit Expired). This modifies rule 35 and adds to Appendix A, A11.

14 PROTESTS AND REDRESS REQUESTS

14.1 After finishing, a boat intending to protest is requested to notify the race committee and identify the boat to be protested.

14.2 Protest forms are available at the front desk of the SYC Clubhouse. Completed protest forms shall be submitted to the front desk in the Club House within the protest time limit.

14.3 The protest time limit will be 60 minutes after the finish boat docks. Official docking time will be posted on the notice board.

14.4 A list of protests and redress requests will be posted on the notice board promptly after they are received. Hearings will begin as soon as practicable after the posting of the hearing notice.

14.5 Parties and their witnesses should remain in the area and must be available when called.

15 ARBITRATION (This modifies Part 5, Section B, of the RRS)

15.1 For protests alleging a breach of a rule of Part 2, a brief arbitration may be held. One representative from each boat will meet with the arbitrator. No witnesses will be allowed.

15.2 A boat that accepts fault at arbitration shall receive a scoring penalty of 40% as calculated in rule 44.3(c), but she shall not be scored worse than DNF.

15.3 Decisions resulting from arbitration cannot be grounds for redress and cannot be reopened or appealed.

15.4 If the recommendation of the arbitrator is not accepted, the arbitrator will not be a member of the protest committee, but will be permitted to observe the hearing and offer testimony. This changes rule 63.3(a).

16 SCORING

16.1 One completed race in each of the Spring and Fall Series constitutes a series.

16.2 For a boat to qualify for the Spring Series, the boat must compete in 75% of the races completed. For a boat to qualify for the Fall Series it must compete in 75% of the races completed.

16.3 A boat scored TLE will receive 2 points more than the number of finishers in her class, but in no case will she be scored worse than DNF.

16.4 There must be two competitors racing in a class for a race to be counted.

17 COMMUNICATIONS

The race committee may attempt to broadcast on VHF Channel 05A information such as location of the signal boat, sail numbers of OCS boats, course type, range and bearing to the windward mark, change of course, etc. Failure to broadcast this information or failure to receive or hear these broadcasts or the order in which they are made, shall not be grounds for redress.

18 COMMERCIAL TRAFFIC

Boats are cautioned to be on the lookout for and yield right of way to commercial vessels, particularly those with limited ability to maneuver such as tugs and barges.

19 PRIZES

19.1 For each class that qualifies, daily prizes will be awarded.

19.2 Prizes will be awarded for the overall Spring Series, Fall Series, and both series combined.

19.2 Results from each series count toward the SYC overall trophies. See the 2016 Trophy Qualifications.

20 DISCLAIMER

It is the sole responsibility of the master of each boat to see that she is seaworthy in all respects and that she is manned by a competent crew. The master and all the members of the crew of each boat, by participating in this race, agree to do so at their own risk, and waive any claim against and hold harmless Stamford Yacht Club, its officers, directors, committees, members, employees and agents against any claims arising in any way out of the participation in the Race of such boat, her master and crew.