



# Storm Trysail & Riverside Yacht Club Long Island Sound Championship

2017 Long Island Sound Championship

Presented by

The Storm Trysail Club and the Riverside Yacht Club

Saturday and Sunday, September 16 & 17, 2017

## Sailing Instructions Including Amendments 1 & 2

### 1 RULES

**1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing for 2017-2020 (RRS); Parts A, B, and C of the 2017 IRC rules; the 2017 PHRF Regulations as administered by the YRA of Long Island Sound, except as any of these are altered by the Notice of Race or these Sailing Instructions; and the YRALIS Minimum Equipment Recommendations Category C. PHRF boats shall sail with W/L ratings and scored using Time-on-Time corrections.

**1.2** For boats sailing IRC, the number of crew allowed will be the crew number on the certificate plus one.

**1.3** For boats sailing PHRF, one sailor under the age of 14 is allowed without counting as additional weight.

**1.4** The prescriptions of US Sailing shall apply. ***THIS CHANGES THE NOR.***

**2 NOTICES TO COMPETITORS/REGATTA HEADQUARTERS** Regatta headquarters will be located at Riverside Yacht Club. Except for jury notices, notices to competitors will be posted on the official notice board located at the head of the RYC dock and on YachtScoring. Jury notices will be posted on the jury notice board located near the reception area.

**3 CHANGES TO THE SAILING INSTRUCTIONS** Any written change 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 and will be emailed to all competitors. Oral changes may be made on the water via VHF radio announcements.

### 4 SIGNALS MADE ASHORE

**4.1** Signals made ashore will be displayed from the main RYC flagpole

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

### 5 SCHEDULE

*Saturday, Sept. 16*

1030 First signal

*Sunday, Sept. 17*

1030 First signal

1500 No warning signal after this time

### 6 CLASS FLAGS and CLASS SPLITS

6.1	<u>Class</u>	<u>Class flag</u>
	Class 1	Numeral pennant 1
	Class 2	Numeral pennant 2
	Class 3	Numeral pennant 3
	Class 4	Numeral Pennant 4
	Class 5	Numeral Pennant 5

Etc....

6.2 The final class splits will be available on YachtScoring.com no later than 1200 Friday, September 15.

## 7 RACING AREA

7.1 The racing area will be the waters of Long Island Sound southerly of Greenwich and Stamford.

7.2 ALL CLASSES shall rendezvous with the Signal Vessel at approximately 1.5 NM southerly of Bell 1, Captains Harbor and approximately 1 NM Westerly of Bell 32A.

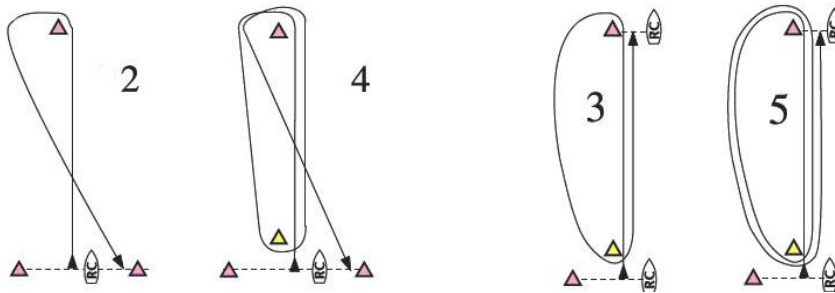
## 8 COURSES

8.1 A course board displayed from the Signal Boat will identify **the direction and distance to the windward mark and** the number of the course to be sailed. The course board will display on the top line the direction in degrees magnetic, on the second line the distance in nautical miles to the windward mark, and on the bottom line the number of legs to be sailed.

Different courses may be sailed for each class and the course for each class will be displayed on the course board before the warning signal for that class.

8.2 The Race Committee will attempt to notify all competitors of the course to be sailed using VHF Channel 01A. For example: Windward / Leeward courses will be sailed with marks to be left to port.

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8.3 The Race Committee may set a leeward gate. If no gate is in place, boats are to round the single leeward mark, leaving it to port. The leeward mark or gate will be to windward of the start/finish line. The leeward mark or gate is not a mark of the course for a final downwind leg.

8.4 The Race Committee may set an offset mark at the Windward Mark. If set, the offset mark will be a round inflatable ball.

## 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 will match, 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 and class flags for the warning signal will be as noted in Class Flags and Class Splits.

**10.2** The start line will be between an orange flag on the signal vessel at the starboard end of the line and the course side of an inflatable mark at the port end of the line.

**10.3** An inflatable 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 from the signal vessel, 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 code flag "R" on the signal boat and the course side of an inflatable mark on the opposite side of the signal vessel from the starting line. The use of code flag "R" indicates another race is intended.

**12.2** For upwind finishes, the finish line will be between the course side of an inflatable mark and a blue or, if the race is being shortened, "S" flag on a race committee vessel.

## **13 TIME LIMIT**

**13.1** The time limit for the first boat to sail the course and finish is 2 hours. Boats failing to finish within 45 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. PENALTY SYSTEMS**

**14.1** Rule 44.1 is changed in that a boat may take a one turn penalty when she may have broken one of more rules of Part 2 in an incident while *racing*. However, if a boat breaks a rule of Part 2 within the zone of any rounding or finishing marks, her penalty shall be a Two-Turns Penalty in compliance with rule 44.2.

**14.2** Penalties for breaches of non-Part 2 rules may be less than DSQ if the protest committee so decides. This changes rule 64.1.

## **15 PROTESTS AND REDRESS REQUESTS**

**15.1** After she finishes, a boat intending to protest is requested to notify the race committee and shall identify the protested boat.

**15.2** Protest forms are available at the jury desk located at the RYC Clubhouse. Completed protest forms shall be submitted to the jury desk within the protest time limit.

**15.3** The protest time limit will be 60 minutes after the finish vessel docks. Official docking time will be posted on the jury notice board.

**15.4** A list of protests and redress requests will be posted on the jury notice board promptly after they are received. Hearings will begin as soon as possible after the posting.

**15.5** Parties and their witnesses should remain in the area of the jury desk and must be available when called.

## **16 ARBITRATION (This modifies Part 5, Section B, of the RRS)**

**16.1** For protests that involve a rule of Part 2 or rule 31, a brief arbitration meeting may be held prior to a protest hearing provided that rule 44.1(b) does not apply. One representative from each boat will meet with the arbitrator. No witnesses will be allowed.

**16.2** A boat that accepts fault at arbitration shall receive a scoring penalty of 30% as calculated in rule 44.3(c), but she shall not be scored worse than DNF.

**16.3** Prior to the start of a protest hearing on the incident and provided that rule 44.1(b) does not apply, a Post-Race Penalty of 30% is available to any boat that may have broken a rule of Part 2 or rule 31, even if the protest was not arbitrated and even if the boat was not protested.

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

**16.5** The arbitrator will not be a member of the protest committee that hears the protest but will be permitted to observe the testimony and offer testimony. This changes rule 63.3(a).

## **17 SCORING**

**17.1** One completed race constitutes a series and the championship.

**17.2** A boat's series score will be the total of her race scores without discard.

**17.3** 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. ***THIS CHANGES THE NOR.***

**18 RADIO** The race committee will attempt to broadcast on VHF Channel 01A 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 of the amplification system, failure to hear the broadcasts, and the order and timing of such broadcasts will not be grounds for redress.

**19 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.

## **20 PRIZES**

**20.1** Trophies will be awarded to the top three boats in each class of 7 or more, the top two of 5 or more, and the top boat if less than 5.

**20.2** The Shearwater and Press On Regardless Trophies will be awarded as determined by the organizing authority and the race committee.

**21 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 Storm Trysail Club and Riverside 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.

Event Co-chairs:

Past Commodore Nick Langone, The Storm Trysail Club

Past Commodore Ty Anderson, Riverside Yacht Club

Principal Race Officer: Ray Redniss

Jury Chair: Hans Oen

Riverside Yacht Club: <http://www.riversideyc.org>

The Storm Trysail Club: <http://www.stormtrysail.org>