



MILFORD YACHT CLUB

Last Chance Regatta ~ Sunday September 26, 2021

First Warning: 1200 hrs.

SAILING INSTRUCTIONS

1. Rules

Racing will be governed by the rules as defined in The Racing Rules of Sailing, the Requirements of the ECSA Offshore Racing Circuit and PHRF of Eastern Connecticut, and the rules of any class boats racing, except those that are noted and altered by these sailing instructions.

2. Changes to Sailing Instructions & Communications with Competitors

2.1 Any changes to the Sailing Instructions, will be posted by 1000, accompanied by the display of Flag "L" ashore on the Race Committee boat at the MYC dock.

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

2.3 Copies of changes to Sailing Instructions will be available at the Race Committee boat during the check-in period prior to the first warning while the Flag "L" is displayed.

2.4 On the water, the race committee intends to monitor and communicate with the competitors on VHF ch 72. This includes time checks, starting order of classes, courses, Changes to the courses, shortening, postponement, starting signals and recalls.

3. Signals Made Ashore

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

3.2 When Pennant "AP" (the Answer 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

The first warning will be at 1200 EDT. Up to two races may be sailed. The Race Committee will display flag "A" (with no sound) while boats are finishing to signal that there are no more races.

5. Class Flags

5.1 Class flags will be:

- Class **A** Red flag
- Class **B** White flag
- Class **C** Green flag
- Class **D** Blue flag

6. Starting Area & Check In

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

7. Courses and Marks

7.1 Courses will be signaled 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 section 7.2. The number 2 or 3 following the mark letters means the course is to be sailed 2 or 3 times around.

7.2 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 buoy)

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

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

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

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

K - Racing mark located about 1150 yards due east of Charles Island, about 41° 11.41' N - 073° 02.425' W

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

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

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

T - Townshend Ledge Lighted Bell Buoy "10A" FI R 4s (LL Nr 21190)

W - Welchs Point Nun "2" (LL Nr 24295)

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

Y - New Haven Harbor Lighted Whistle Buoy "NH" Mo(A) W (red & white stripes) (LL Nr 21205)

Z - New Haven West Breakwater – breakwater west end marker is: Light "2" FI R 6s (LL Nr 24080); east end marker is: New Haven Light FI W 4s (LL Nr 24075)

7.3 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.

7.4 Except when being rounded as a mark of the course, Charles Island Lighted Buoy "16," Welchs Point Nun "2," and Pond Point Shoal Nun "12" shall be passed to seaward.

8. Starting and Finishing

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 an announced 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 starting mark "S" (the pin end). Boats not involved in a starting sequence shall keep clear of the starting area and of those boats preparing to start.

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

13.4

9. Time Limit

The time limit for each class will be 3.5 hours for the first boat to finish without hearing. For each class, boats failing to finish within 90 minutes after the first boat sails the course and finishes, will be scored TLE without a hearing. This changes RRS Rule 35, 63.1, A5.1 and A10.

10. Recalls

10.1 The sail numbers of boats that are OCS, or still in breach of RRS 29.1 or 30.1, if applicable, *may* be announced by the Race Committee, by hail or on VHF ch 72. This adds to RRS 29.1.

10.2 Sail numbers of OCS boats will not be announced until they have been verified by the Race Committee, and the broadcast or hail may not be immediate, if at all.

10.3 The existence (or otherwise) and the conduct of such a hail or broadcast including the order of hails shall not be grounds for redress, and nothing in these Sailing Instructions shall reduce the responsibility of a boat to comply with all applicable rules.

11. Withdrawal

A boat that withdraws from a race shall notify the Race Committee as soon as possible, via hail, via VHF ch 72, or as a last resort to the dock crew at the Milford Yacht Club.

12. Protests

12.1 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.

12.2 Protests shall be in writing and shall be delivered to the

Race Committee at Port Milford within 30 minutes after the Race Committee boat docks. The docking time and protest time limit will be posted on the Official Notice Board at the Port Milford Dock Office.

12.3 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 time limit to inform boats of protests under RRS 61.1(b).

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

13. 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-line on the Yachtscoring website as soon as possible after the race.

14. Post-Race Get-Together

There will be a post-race get-together at the Milford Yacht Club. . All competitors are invited. Results may be announced.

15. Awards

Awards will be presented at the Annual Windjammers Sailing Club Awards Dinner.

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.