



**Stamford Yacht Club
Invitational One Design Regatta
September 19-20, 2015**

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2013-2016 (RRS), the U.S. Sailing Prescriptions, the Viper 640 Class Association Rules and the Class Association Rules for any other one design that participates.
- 1.2 Part 5, Section B, of the RRS is changed to provide for arbitration of protests of Part 2 rules.

2 ENTRIES

The regatta is open to any one design sailboats equipped and sailed in accordance with the rules of their Class. All boats are encouraged to have a VHF radio on board capable of communicating on VHF channel 05. Eligible boats and competitors may be entered by completing the event registration form available from the www.yachtscoring.com.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the notice board on the Stamford Yacht Club Dock House and on Yacht Scoring.

4 CHANGES IN SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be posted no later than 15 minutes before the Harbor Start.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the SYC race committee boat while at the dock.
- 5.2 The Signal Flag "AP" with two guns (one sound when lowered) means "Racing is postponed - do not leave the harbor. The time of the first warning signal will be announced before 'AP' is lowered."

6

SCHEDULE:

Saturday, September 19 (Viper 640 only)

- 1130 Competitors Meeting
- 1200 Harbor Start
- 1300 First Warning

Sunday, September 20 (Viper 640 and Ideal 18)

- 1200 Harbor Start
- 1300 First Warning

7

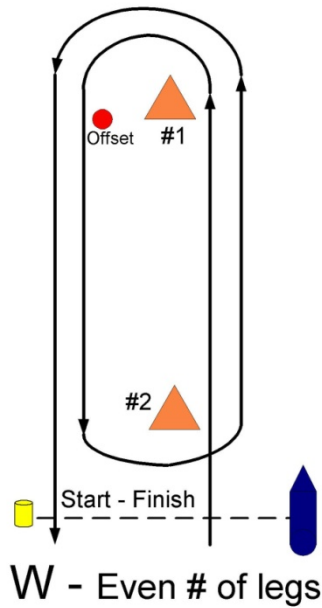
RACING AREA

The Starting Area will be in the waters off Stamford Harbor, generally southerly of the West Breakwater.

8

COURSES

- 8.1 The course configuration will be a combination of windward-leeward legs utilizing a windward mark which will be approximately .5 to 1 mile to windward of the signal boat. There may be an offset mark at the windward mark. A leeward mark will be set to windward of the Signal boat.
- 8.2 Prior to the warning, the Signal boat will display the number of legs to be raced: a number two numeral pennant means a two leg course (windward and leeward and finish); a three numeral pennant means a three leg course (windward, leeward, windward and finish); etc.
- 8.3 Windward and leeward marks are to be rounded to PORT.
- 8.4 The display of code flag "T" prior to the warning of any race means that spinnakers are not to be set.



9 **MARKS**

All marks will be orange or yellow inflatables.

10 **THE START AND FINISH**

- 10.1 Races will be started in accordance with Sound-Signal Starting System of Appendix S (3 minute).
- 10.2 The Starting Line will be between the windward side of the orange or yellow inflatable on the port end and an orange flagged staff on the signal boat.
- 10.3 The Finishing Line will be between the course side of the orange or yellow inflatable and an orange flagged staff on the Signal Boat.

11 **TIME LIMIT**

- 11.1 Any race in which no boat passes the first windward mark within 30 minutes of the start shall be abandoned.
- 11.2 The time limit for each race shall be one (1) hour. Boats failing to finish within 15 minutes of the first finisher shall be scored “DNF” and accrue two points more than the score of the last boat to finish within the time limit. This modifies RRS 35.

12 **RECALLS**

- 12.1 The Race Committee will endeavor to hail the numbers of boats that are OCS.
- 12.2 In the event of an Individual Recall, the sail numbers of boats OCS and still in breach of RRS 29 or 30, if it applies, may be announced on VHF channel 05. Sail numbers will not be announced until verified by the race committee and the broadcast may not be immediate. The existence or otherwise and the conduct of such a broadcast shall not be grounds for redress and nothing in this Sailing Instruction shall reduce the responsibility of a boat to comply with RRS 29 and 30 if it applies.

13 **CHANGE OF THE POSITION OF THE NEXT MARK**

- 13.1 A change of course after the start will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration.
- 13.2 The changed mark will be a yellow inflatable. In a subsequent change of course, the change mark will replaced with the original mark. Further course changes will follow this pattern.

14 **WITHDRAWAL**

- 14.1 A boat that withdraws from a race or that does not intend to start a scheduled race shall notify the Race Committee at the first opportunity.
- 14.2 The Race Committee will monitor VHF channel 05 before and after the races.

15 **PENALTIES**

RRS 44.1 is changed so that a Two-Turn Penalty is replaced by a One-Turn Penalty except for breaches of RRS rule 18, Mark-Room.

16 **PROTESTS**

- 16.1 Upon finishing, competitors intending to protest shall so advise the Race Committee aboard the Signal Boat.
- 16.2 Protest forms will be available at the Front Desk of the Yacht Club.
- 16.3 Written protests shall be delivered to the Protest Committee not later than one hour after the Race Committee comes ashore.
- 16.4 It is intended that all protest be arbitrated prior to a protest hearing. This changes Part 5, Section B of the RRS.
- 16.5 Hearings will begin as soon as practicable.

17 **ARBITRATION**

- 17.1 For protests involving a rule of Part 2 – When Boats Meet, a short arbitration hearing will be held prior to a protest hearing.
- 17.2 After a written protest form is filed, one representative from each boat will meet with the arbitrator. No witnesses will be allowed.
- 17.3 Protests not resolved by arbitration will be referred to the Protest Committee.
- 17.4 A boat that accepts fault at the arbitration hearing shall receive a penalty score of 40% of the number of boats entered (rounding 0.5 upward) adding to her finishing position, except that she shall not be scored worse than DNF. The scores of the other boats shall not be changed; therefore, two boats may receive the same score.
- 17.5 The arbitrator is neither a member of the Race Committee nor the Protest Committee. Therefore, decisions made during arbitration cannot be grounds for redress and cannot be appealed.
- 17.6 The arbitrator will not be a member of the jury, but will be permitted to be present during the hearing and to give testimony.

18 **SCORING**

- 18.1 One completed race will constitute a regatta.
- 18.2 The Low-Point scoring system of Appendix A4 will apply.
- 18.3 If six (6) or more races are completed, a boat's series score will be the total of her race scores excluding her worst score in accordance with Appendix A2.

19 **STORAGE, RIGGING and DE-RIGGING**

Owners are encouraged to arrive and rig their boats on Friday afternoon and de-rig on Sunday afternoon.

20 **PRIZES**

Prizes will be awarded based on the number of entrants in the Regatta.

21 **CONDUCT AND RESPONSIBILITY**

The skipper/owner shall be responsible for all actions of her crew or guests. In the event of a serious breach of conduct, sportsmanship, destruction of property or failure to comply with the request of any Race Officer, Committee member or agent of the Stamford Yacht Club, the skipper/owner will be held responsible and the boat will be subject to protest and disqualification

The Stamford Yacht Club is not responsible for bodily injury or property damage suffered from any cause. Each participant, including skipper and crew, waives any and all claims, including those arising from negligence or lack of due care, which he/she may have against the Stamford Yacht Club, its Regatta Committee, and its officers, Board members, Committee members, members, agents or employees. Responsibility for evaluating the wind, sea and weather conditions rests with each participant as does responsibility for the safe condition of the boat, including safety equipment and rigging and the decision to wear life jackets. Patrol boats or other assistance will not likely be available. Assistance, if any, from the Regatta Committee or other patrol boats, and from any personnel manning them, is at risk of the participant.

22 **FURTHER INFORMATION**

22.1 Inquiries should be directed to Richard West C=917-647-8894 or contact Peter Gould C=201 960 5866.

22.3 Stamford Yacht Club website is <http://www.stamfordyc.com>

Richard L. West, Event Chair
Peter Gould, Principal Race Officer
John Gianukakis, SYC Regatta Committee Chair
Gino Bottino, SYC Protest Chair