



# Brent C. Donahue Cross Sound Regatta

Saturday, September 17, 2022

## SAILING INSTRUCTIONS

### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) 2021- 2024, and the current PHRF Regulations as adopted and amended by the YRA of LIS.
- 1.2. It is the responsibility of each boats owner or owner's representative to maintain and have aboard proper safety equipment and a current 2022 YRA of LIS, PHRF certification.
- 1.3. Sufficient fuel shall be carried aboard all yachts to provide for a minimum of 10 miles of propulsion in the event of an emergency.
- 1.4. Monohull yachts, 24 feet and larger with current YRA LIS ratings and sufficient auxiliary power are eligible. Vessels not holding a valid certificate may be issued a rating as described in the Notice of Race.
- 1.5. All entrants shall carry a VHF capable of transmitting and receiving on VHF Channel 68.
- 1.6. Non-spinnaker boats shall sail with main and jib only. A jib is defined as a headsail with the entire luff of the sail attached to the head stay. Reaching struts / whisker poles may be used provided one end is attached to the mast.

### 2 NOTICE TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located at Black Rock Yacht Club.

- 2.2 Amendments to the Sailing Instructions and other notices to competitors will be posted on the Yacht Scoring website and Regatta Notice Board at Black Rock Yacht Club clubhouse deck prior to 0900 hours. It is the responsibility of the skippers to check for any pertinent information, changes, etc., affecting the race.
- 2.3 At 0930 hours the Race Committee will advise the fleet on VHF Channel 68 if there have been any amendments or special announcements. Skippers that have not obtained copies of the amendment, scratch sheet or other notices at BRYC may collect a copy from the Race Committee boat prior to the first warning signal

### 3 CHANGES TO THE SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted before 0900 on the day of the Race, except that any changes to the schedule will be posted by 1200 on the day before the Race.

### 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the flagpole of Black Rock Yacht Club.
- 4.2 When AP is displayed ashore, "1 minute" is replaced with not less than 1 hour in the race signal AP.
- 4.3 Postponements, cancellations or other information may be signaled from ashore. Signal flags, if required, will be flown from the main flagpole at BRYC.
- 4.4 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the race signal AP.

### 5. SCHEDULE OF RACE

- 5.1. Harbor Gun at 0900 hours.
- 5.2. First warning signal at 1000 hours.
- 5.3. The absolute time limit for the race is 1530 hours. Boats finishing after that time shall be scored TLE and awarded 2 points more than the number of starters.

## 6. DIVISION FLAGS

- 6.1. Boats will be divided into Spinnaker and Non-Spinnaker Divisions based upon entries. If there are more than 12 boats in a Division, the Division may be split into 2 Classes. A Division will require at least 3 entries to qualify. The following Divisions are expected:

Division 1 Spinnaker

Division 2 Non-Spinnaker

- 6.2. Division Flags will be the numeral Pennant corresponding to the Division number and shall be flown from the backstay.

## 7. RACING AREA

The starting area will be northeast of Race Mark X (red '2A' Black Rock Harbor Channel entrance mark).

## 8 COURSES

- 8.1. No later than the warning signal, the Race Committee will post the Courses signaled by letters posted on the committee boat. Marks are to be rounded in the order in which they are posted on the course board. Course marks are designated on the attached BRYC Course Mark sheet. Roman numerals will be used to designate divisions.
- 8.2. The Non-Spinnaker Division(s) may, or may not, sail the same course as the other Divisions.
- 8.3. All marks on the course are to be left on the same side as the starting mark "A" unless circled, in which case they are to be left on the opposite side.
- 8.4. See Appendix A for Racing Mark descriptions.
- 8.5. Individual recalls will be signaled by displaying Code Flag "X" and one (1) audible sound. An infringing boat will be recalled by her name or sail number and an attempt will be made to notify her over VHF Channel 68. This modifies RRS 29.1. Failure to notify such boat does not relieve her of the responsibility to make a proper start.
- 8.6. General recalls will be signaled with Code Flag First Substitute "FS" and two (2) audible sounds. A new preparatory signal will be made for the recalled division one (1) minute after lowering "FS" and one (1) audible sound. Succeeding

Divisions shall follow the order of the new start. In the event of a General Recall, RRS 30.1 I Flag Rule shall be in effect for the restarted Division.

- 8.7. The signal to abandon all races in progress will be Code Flag "N" and three (3) audible sounds. An attempt will be made to inform all boats of the abandonment over VHF Channel 68.

## 9 STARTING

- 9.1. The starting line will be between an orange flag on the committee boat and the starting mark "A". The Committee Boat will be stationed northeast of '2A'.
- 9.2. The Race Committee may start the Divisions in any order or together.
- 9.3. Yachts sailing in a Division that has yet to start must keep clear of the starting area once the Preparatory Signal has been made for a starting Division.
- 9.4. The Race Committee will endeavor to recall boats by broadcasting their sail numbers via the official VHF channel.
- 9.5. Failure of a boat to hear her recall notification and the timing and order of such hail will not be grounds for redress.

## 10 FINISHING

- 10.1. The Finish line will be between a blue flag on the committee boat and the finishing mark "A".
- 10.2. In the event of inclement weather wherein it is not prudent for the Race Committee boat to remain on station, boats finishing shall note the position of nearby finishers, if any, shall take their GPS finish time when leaving the finishing mark "A" within 50 ft to starboard as it bears 090 degrees and shall call that information to the launch office on channel 14 or by telephone to 203 857 0587 x 11.
- 10.4. In the event the committee boat will knowingly not be on station for the finish, an unattended special finish line will be advised by the RC flying solid yellow code flag 'Q' at the start. Attempts to announce the same will be made on VHF 68.
- 10.5. A yacht withdrawing from the race must notify the Race Committee as soon as possible (via Ch 68) but not later than the expiration of the time limit.

## 11. PROTESTS

11.1 A boat intending to file a protest shall inform the R/C immediately after finishing or withdrawing.

11.2 A written protest shall be delivered to a R/C representative no later than 30 minutes after the committee boat is moored back at BRYC. The R/C will attempt to notify all affected parties and hold a protest hearing as soon as possible.

## 12. ARBITRATION (The attached Appendix T will apply.)

12.1 For a protest involving an alleged breach of a rule in Part 2, a short arbitration hearing shall be held prior to a protest hearing.

12.2 After the written protest form is properly lodged, one representative from each boat will meet with the arbitrator. No witnesses will be allowed. Unresolved arbitration will be passed along to the Protest Committee. Opinions of the arbitrator and any decisions made during arbitration cannot be grounds for redress or be appealed.

12.3 A boat that accepts fault at the arbitration hearing shall receive a penalty score of 40% of the number of boats entered in her Division in that race (rounding 0.5 upward) added to her finishing position, except that she shall not be scored worse than DSQ. The scores of other boats shall not be changed: therefore, two boats may receive the same score.

## 13 RADIO COMMUNICATION

13.1. While racing, no yacht shall make radio transmissions, except when necessary for the safety of a yacht & her crew, or advising of withdrawal.

13.2. It is the intention of the RC to monitor VHF Channel 68 during the race.

## 14 SCORING

- 14.1. PHRF time allowances will be computed using Time on Time (TOT).
- 14.2. Boats scored TLE will be given 2 points more than the number of finishers in her division, except that she will not be scored worse than DNF.

## 15 PRIZES

- 15.1. Competitors are invited to make an outdoor table reservation of up to 6 people per table at BRYC patio following the race. Results will be posted to Yacht Scoring and announced at the BRYC patio.
- 15.2. Take-Away awards will be given to up to 3 boats per division pending there are at least five competitors in a division. Otherwise, only the top 2 finishers shall receive an award.
- 15.3. The Brent C. Donahue Memorial Cross Sound perpetual trophy will be awarded to the yacht finishing with the best overall corrected time for Spinnaker Divisions. The perpetual trophy will be held at Black Rock Yacht Club.
- 15.4. The Commodore Lever & Family "C-Revel" perpetual trophy will be awarded to the yacht with the best overall corrected time for Non-Spinnaker Divisions. The perpetual trophy will be held at Black Rock Yacht Club.
- 15.5. The Commodore's Combined Spinnaker Division award will be awarded to the combined top scoring boat that competed in the 2020 Pequot Yacht Club Falkner Island Race and the Brent C. Donahue - Cross Sound Regatta. The fleet finish for the spinnaker divisions for both races will be aggregated and the lowest fleet scores will be awarded. Qualifying yachts must compete in the spinnaker divisions of both races to be eligible.

## 16 YACHT SAFETY

Each competitor is solely responsible for his/her own safety, the safety of his/her crew, and the seaworthiness of his/her yacht and equipment. See RRS Rule 4,

Decision to Race. Each skipper is responsible for determining if his\her vessel and crew are capable of sailing in the prevailing conditions or adverse conditions, which may arise. Black Rock Yacht Club and its representatives are in no way responsible for accidents or injuries to yachts or personnel suffered from any cause during or related to this event.

# Appendix A – Racing Marks

**A – Special Starting Mark – Yellow Tetrahedron**

**B - Special Mark “B” (41° 08’ 6.2” / 73° 13’ 5.8”) (Dec 41.13505N / -73.2308W)**

**C - Special Finishing Mark – Directly east of Red “2A” to be used only in the event of inclement weather. Yellow tetrahedron.**

**D – Green Can “1” East of Middle Ground Lighthouse**

**E - FL R Bell “2” West of Middle Ground Lighthouse**

**F - Special Mark “F” (41° 09’ 4” / 73° 11’ 58.3”) (DEC 41.1511N / -73.1995W)**

**G – Green Can “1” Bridgeport Channel Entrance (41° 08’ 31” / 73° 11’ 3”) (DEC 41.14181 / -73.18407**

**J - Green Can “3” Bridgeport Entrance Channel (41° 08’ 55” / 73° 10’ 55”) (DEC 41.14857 / -73.18195)**

**K - Special mark leeward (yellow tetrahedron)**

**R – Red Bell “18” 2 nautical miles South of Point no Point – Stratford, CT**

**S – Red Bell “22” 3/4 nautical mile South of S. Pine Creek Point – Southport, CT**

**T – Green Gong “LC” off Penfield Reef**

**W – Green Can “1” at Stony Brook, NY**

**X – Red “2A” Black Rock Harbor Entrance Channel**

**Y – Green Gong “11A” 1.5 nm NNW Port Jefferson Entrance**

**Z – RW “PJ” 1.5 nm N Port Jefferson Harbor Entrance**



# **APPENDIX T – ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION**

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*This appendix is a US Sailing prescription. One or more sections of this appendix apply only if the sailing instructions so state.*

*The rules in this appendix are intended to improve compliance with the Basic Principle, Sportsmanship and the Rules, and may be used for fleets of boats in major or minor events.*

*Sections A and B provide alternative penalties that encourage competitors to take a penalty when they may have broken a rule of Part 2 or rule 31. They can be used together or individually.*

*Sections C and D each provide a modified hearing procedure that is less formal and less time-consuming than the usual hearing procedure. They are designed to encourage boats to enforce the rules by protesting. Sections C and D are not designed to be used at the same event, but either Section C or Section D may be used with Section A or B, or with both. Note however that, if Section D is used, Section B automatically applies.*

*Please report your experiences with and evaluations of these rules to US Sailing by sending an e-mail to [rules@ussailing.org](mailto:rules@ussailing.org).*

## **SECTION A**

### **PENALTIES WHILE RACING**

*If Section A applies, rule T1 shall be included in the sailing instructions.*

#### **T1 PENALTIES AT THE TIME OF THE INCIDENT**

The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while *racing*. However, when she may have broken a rule of Part 2

while in the *zone* around a *mark* other than a starting *mark*, her penalty shall be a Two-Turns Penalty.’

## **SECTION B**

### **POST-RACE PENALTIES**

#### **T2 PENALTIES TAKEN AFTER A RACE**

**T2.1** After a race, a boat that may have broken a rule of Part 2 or rule 31 while *racing* may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the race committee in writing and identifying the race number and when and where the incident occurred.

**T2.2** The Post-Race Penalty shall be

- (a) 20%, if taken before the protest time limit, or
- (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

## **SECTION C**

### **EXPEDITED HEARINGS**

#### **T3 INFORMING THE RACE COMMITTEE**

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she *finishes*, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee.

## **T4 CHANGES IN HEARING PROCEDURES**

*This rule applies to all hearings except hearings under rule 69.*

- T4.1** If the protest committee is able to assemble the *parties* to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2.
- T4.2** Rule 63.5 is changed to: ‘At the beginning of the hearing, if there is no objection, the *protest* or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [no further change].’
- T4.3** Insert a new sentence after the third sentence of rule 63.6: ‘However, the committee may limit the number of witnesses and the time during which *parties* may present evidence and ask questions.’
- T4.4** The first sentence of rule 65.2 is changed to: ‘A *party* to the hearing is entitled to receive the above information in writing, provided she asks the protest committee for it no later than thirty minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later.’
- T4.5** The US Sailing prescriptions to rules 60, 63.2 and 63.4 are deleted.
- T4.6** The third sentence of rule 66 is changed to: ‘A *party* to the hearing may not ask for a reopening.’

## **SECTION D**

### **ARBITRATION**

*When Section D applies, a boat may take the applicable Post-Race Penalty in Section B without participating in an arbitration meeting.*

## **T5 PROTEST ARBITRATION**

- T5.1** An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving a rule of Part 2 or rule 31, but only if each *party* is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.
- T5.2** Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:
- (a) the *protest* is invalid,
  - (b) no boat will be penalized for breaking a rule, or
  - (c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.
- T5.3** A boat that may have broken a rule may take a Post-Race Penalty as provided in Section B. However, the penalty in rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.
- T5.4** If a boat asks to withdraw her *protest*, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.