



2023 Shearwater Regatta Presented by
The Storm Trysail Club and the Riverside Yacht Club
Saturday and Sunday, September 16 & 17

Sailing Instructions

(09/13/2023)

1 RULES

1.1 The regatta will be governed by the current rules as defined in The Racing Rules of Sailing (RRS), including the US Sailing prescriptions; the 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. For PHRF boats, the current PHRF Regulations as administered by the YRALIS will apply and scored using Time-on-Time corrections.

1.2 PLUS ONE CREW RESTRICTIONS - Plus One entrants sail with a maximum number aboard equal to the first digit of a boat's rated length overall, plus one subject to notice. For example, a 36' boat can have up to four crew. No boat shall compete with more than five aboard. Use of an autopilot is allowed-this changes rule 52.

1.3 The IECA Rules and Regulations will apply to the Etchells Class

1.4 Appendix V will apply with Appendix V2 penalty modified to 20%

2 NOTICES TO COMPETITORS/REGATTA HEADQUARTERS Regatta headquarters will be located at Riverside Yacht Club. Notices to competitors will be officially posted on Yacht Scoring and will be available on the notice board located at the head of the RYC dock.

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
1200 First signal

Sunday, Sept. 17
1200 First signal

6 CLASS FLAGS and CLASS SPLITS

6.1 There will be no requirement for class flags. Class signals will be verbal.

6.2 The final class splits and start order 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

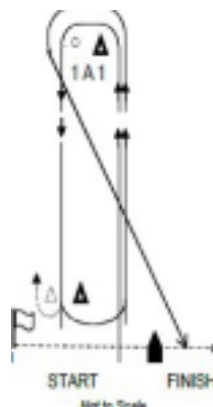
of Green Gong 1, Captains Harbor and approximately 1 NM westerly of Red Bell 32A.

8 COURSES

8.1 Windward/Leeward: 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 from columns from bow to stern: direction in degrees magnetic, second column is the distance in nautical miles to the windward mark, and the third column is 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.

8.1.2 [NP] The Race Committee will attempt to notify all competitors of the course to be sailed using VHF Channel **05A**. For example: Windward / Leeward courses will be sailed with marks to be left to port.



Deg Mag	NM to 1 st Mark	# of Legs
2	1	4
3	.2	
0		

8.1.3 The Race committee will set a single leeward mark. The leeward mark will be to windward of the start/finish line. Competitors shall leave it to port. The leeward mark is not a mark of the course when on a downwind leg to the finish.

8.1.4 The Race Committee may set an offset mark at the Windward Mark. If set, the offset mark will be a round inflatable ball. RC will announce whether the off-set mark is in place.

8.2 Navigator: Prior to the Warning Signal, the course will be displayed on the course board on the signal boat. Marks will be passed in the order signaled. When the course to the next mark is other than a reciprocal course, the mark shall be left so that the rhumbline course to the next mark will not cross the rhumbline course from the previous mark; when the course to the next mark is a reciprocal course, the mark shall be left to port. One course will be signaled if all the Navigator Class(es) are to sail the same course. If different courses are to be sailed; Roman numeral placards will identify the course for each class. A class whose placard is not displayed shall sail the same course as the previous class displayed.

9 MARKS

9.1 Windward/Leeward: Marks will be orange or yellow tetrahedrons. The start mark, and finish mark will be the same color. The leeward mark will be a different color from the start and finish marks.

9.1.2 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.

9.2 Navigator: Marks are described in Appendix One.

10 THE START

10.1 The first signal for each day shall be at 1200 and is intended to be the warning for the first class to start.

10.2 The warning signal for the second and subsequent starts may be the starting signal for the previous start. Order of starts will be announced via radio.

10.3 The RC will use an audible-signal start system. The timing of the audible signals will be the same as described in Rule 26. A series of short sounds will indicate that the first warning signal is about to sound. **Radio announcements will be made prior to the first warning signal and during the following sequences.** The significance of an audible signal will be announced. This changes rule 26 and Appendix U3.

10.4 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.

10.5 An inflatable buoy may be tethered to the stern of the committee boat. Any such buoy will be considered part of the signal vessel.

10.6 [NP] The race committee will attempt to hail OCS boats by their sail number on VHF channel **05A**. The timing and order of such hails or the failure of a competitor to hear the hail will not be grounds for redress. This changes RRS 62.1(a).

11 CHANGING THE NEXT LEG OF THE COURSE

11.1 Windward/Leeward: With the exception of the leeward mark, a changed mark will be of a different color than the original mark. Subsequent changes will alternate between the two.

11.1.2 If announced with a class warning signal, that class will sail the first windward leg to the change mark.

12 THE FINISH

12.1 Windward/Leeward: For downwind finishes, the finish line will be between a staff displaying a blue flag on the signal vessel and a nearby inflatable mark as shown in the diagram in 8.1.2.

12.1.1 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.

12.2 Navigator: The finish line will be between Mark A (G "1" Fl. G 2.5s Gong – at the entrance to Captain Harbor) and a race committee vessel.

13 TIME LIMIT

13.1 Windward/Leeward: The time limit for the first boat to sail the course and finish is 2 hours. Boats failing to finish within 30 minutes after the first finisher in her class will be scored TLE (Time Limit Expired). This modifies rule 35 and adds to Appendix A10.

13.2 Navigator: The time limit for the first boat in each navigator class to sail the course and finish will be 1700 on Saturday and 1700 on Sunday. Boats that fail to finish within a window of 30 minutes plus their time correction factor based on TOD handicap after the first boat in their class sails the course and finishes, will be scored "Time Limit Expired" (TLE). This changes rule 35.

14 PROTESTS, REDRESS REQUESTS & SCORING INQUIRIES

14.1 A boat intending to file a protest or request for redress, shall inform the FINISH BOAT immediately after finishing or withdrawing.

14.2 Protests and scoring inquiries must be lodged online on the event page on YachtScoring.com no later than 60 minutes after finishing.

14.3 Unless otherwise advised by the Protest Committee, hearings will proceed as soon as possible after racing and in the order received. Parties to a hearing and their witnesses should remain in the protest area. If they are not available when called, they may not be heard.

15 SCORING

15.1 Windward/Leeward: multiple races are intended to be run each day however one completed race constitutes a regatta. All scores will count. This changes RRS A2.1

15.1.2 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.

15.2 Navigator: 1 Race per day is scheduled and one completed race constitutes a regatta. All Scores will count. This changes RRS A2.1.

15.2.1 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 [NP] RADIO The race committee will attempt to broadcast on VHF Channel 05A information such as location of the signal boat, the significance of audible sounds, 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.

17 [NP] 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.

18 PRIZES

18.1 Trophies will be awarded to the top three boats in each class of 7 or more, the top two of 4 or more, and the top boat if less than 4.

18.3 This event is a qualifier for both the Shearwater and the Navigator Trophies which will be awarded to the boats with the best overall score. The Shearwater will be awarded for the Windward/Leeward Course and the Navigator Trophy for the Navigator course.

19 DISCLAIMER It is the sole responsibility of the captain of each boat to see that she is seaworthy in all respects and that she is manned by a competent crew. The captain 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 Chair: Andrée Pruett

Principal Race Officer: John Troy

Protest Chair: Ty Anderson

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

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

LITCHFIELD
DISTILLERY
- BATCHERS: -



REGATTA
PREMIUM CRAFT MIXERS

Appendix One

Navigator Marks

A4 The following may be used as marks.

A	G “1” Fl. G 2.5s Gong - Captain Harbor	N	G “21” Fl. G 4s Gong - Matinecock Point
B	RN “2” - Flat Neck Point	O	C “19” - Oak Neck Point
C	RN “34” – Greenwich Point	P	G “17” Bell - Rocky Point
D	R “32A” Fl. R 2.5s - Mid Sound	Q	G “1” Gong - Lloyd Neck NW Bluff
E	RN “2” - Great Captain Island, west reef	R	G “15” Fl. G 4s Gong - Lloyd Point
F	R “36” Bell - Bluefish Shoal	S	RN “4” - Lloyd Neck
G	R “38” Fl. R 4s Bell Transport Rock	T	C “13” - Eaton’s Neck Point
I	R “40” Fl. R 6s - Porgy Shoal	U	C “E” - Eaton’s Neck Point
J	RN “40A” - Scotch Caps	V	G “11B” Fl. G 4s Gong - Eaton’s Neck Point
K	R “42” Fl. 2.5 s Bell – Mamaroneck	W	R “32” Fl. R 6s Bell - The Cows
L	C “1” Execution Rocks	X	R “30” Fl. R - Smith Reef
M	G “23” Fl. G 4 s. Bell – Prospect Point	Y	R “28C” Fl R 4s Bell – Cable & Anchor
<p>Z - Windward mark of the windward/leeward course, approximate range and bearing provided in aft two columns of the course board.</p>			

Information regarding all government marks is believed to be reliable. All captains are reminded that the Coast Guard is continually changing mark designations, locations and characteristics. If any of these mark descriptions have changed by the date of this race, whatever mark is on station at the stated location shall be considered the mark designated in these instructions. If a designated mark is missing, an inflatable mark may be substituted. Unless instructed otherwise, government marks not signaled as part of the course may be disregarded for the purposes of a race but should not be disregarded for purposes of safe piloting.