



**2023 US Sunfish Masters Championship
Niantic Bay Yacht Club
October 13-15, 2023
Niantic, Connecticut**

Sailing Instructions (SI's)

1. RULES

1.1. This event will be governed by the rules as defined in The Racing Rules of Sailing.

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any changes to the sailing instructions will be posted before 0900 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,

3. COMMUNICATIONS WITH COMPETITORS

3.1. Notices to competitors will be posted on the official notice board at NBYC AND on the YachtScoring at <https://yachtscoring.com/emenu.cfm?eid=16242> (the **Regatta Website**).

3.2. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed on the NBYC flagpole.

4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

5. SCHEDULE OF RACES

Date	Time	
Friday, Oct 13	1430	Practice Race
Saturday, Oct 14	1030	Warning First Race of the Day
	1700	No Warning signal after this time
Sunday, Oct 15	1030	Warning First Race of the Day
	1400	No Warning signal after this time

5.1. To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound one (1) minute before a warning signal is made.

5.2. Code flag "Alpha" flying at the finish indicates that racing is done for the day.

6. CLASS FLAGS

The class flag will be a red Sunfish logo on a white background.

7. RACING AREA

Racing will take place in Niantic Bay and Long Island Sound.

8. COURSES

8.1. The course for each race for each Class will be posted on the signal board of the RC Signal vessel as follows:

8.1.1. Course designation from SI Addendum 1

8.1.2. Number of laps

Example: **LAR 2**

(Windard, offset, gate, windward, offset, port leeward mark, reaching finish)

8.2. The diagrams in SI Addendum 1 show the courses, including the approximate angles between legs, the order and which marks are to be passed, and the side on which mark is to be left.

8.3. If one of Marks 2s or 2p is missing, the remaining Mark is 2p and is to be rounded to port.

8.4. On courses LR and LAR, Mark 2s is NOT a Mark of the course on the **final** downwind leg. ONLY Mark 2p must be observed. (No gate just before the finish.)

9. MARKS

9.1. Marks will be inflatable dropped marks.

10. THE START

10.1. RRS 26 shall be used.

10.2. The starting line is between a staff displaying an orange flag on the RC vessel and the course side of the starting mark.

10.3. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

11. CHANGE OF THE NEXT LEG OF THE COURSE

11.1. If the course is changed, a new mark may be dropped or the original mark may be moved.

11.2. If there is a course change moving the upwind mark (Mark 1), there shall be no offset mark (Mark 1a).

12. THE FINISH

The finishing line will be between a staff flying a blue flag on the RC vessel and the course side of the finish mark.

13. TIME LIMIT AND TARGET TIMES

13.1. The Target Time for each race is 30 minutes.

13.2. If no boat properly sails the course and finishes within 40 minutes of the start, the race will be abandoned.

13.3. Any boat still racing 30 minutes after the first boat sails the course and finishes will be scored TLE. This changes RRS 35, A5.1, A5.2 and A10.

13.4. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

14. HEARING REQUESTS

- 14.1. Protests and Requests for Redress shall be filed at the RC Signal Boat at NBYC docks or electronically via email to todd.e.field@gmail.com no later than one hour after the Signal boat docks.
- 14.2. The docking time will be posted to the Notice Board at NBYC and on the **Regatta Website**.
- 14.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hears in which they are parties or named as witnesses.

15. SAFETY REGULATIONS AND SUPPORT VESSELS

- 15.1. [DP] Prior to the warning signal for the first race of each day in which it intends to compete, each boat shall check in by sailing past the stern of the RC signal vessel on starboard tack, hail her sail number and obtain acknowledgement of the race committee.
- 15.2. [DP] A boat that retires from a race shall notify the race committee as soon as practicable. This changes RRS A5.1
- 15.3. Coach/Support vessels must register prior to the competitor's meeting with the organizing authority.
- 15.4. Support vessels shall monitor VHF channel 72 and comply with RRS 1.1 and RRS 37 (RRS Racing Signals "V").

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 strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

17. CONTACT

Niantic Bay Yacht Club 8 Shore Road, Niantic, CT 06357
860-739-0558. VHF Channel 72.

Club and Event information is available at www.nbyc.org

Regatta Website is Yacht Scoring at
<https://yachtscoring.com/emenu.cfm?eid=15890>

OA / Regatta Chair: Pam Manthous, manthousfamily@gmail.com

PRO: Todd Field todd.e.field@gmail.com, 631 897-0492

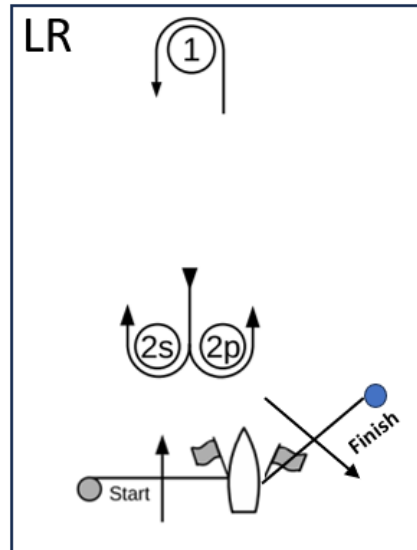
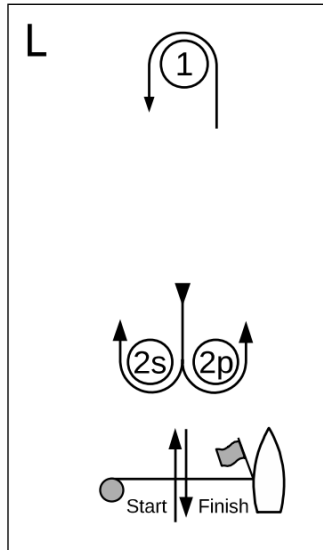
Club Manager: Bob Austin LaFrance manager@nbyc.org, 860-739-0558

Protest Committee: TBD

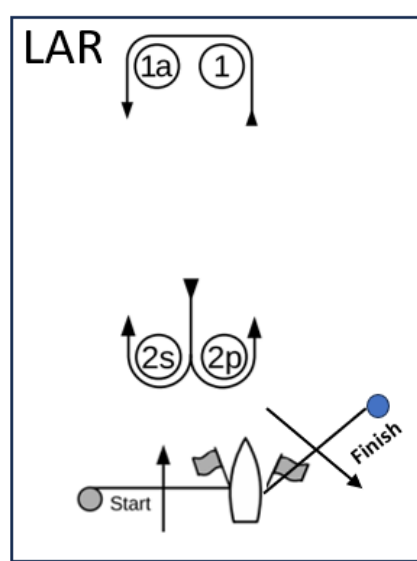
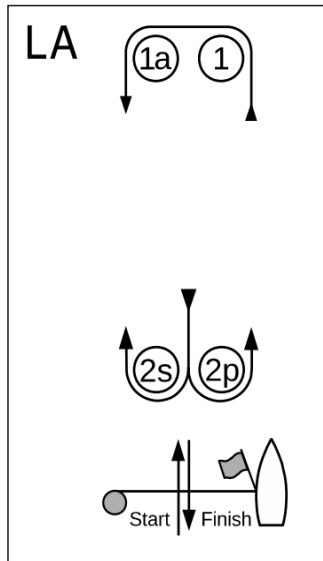
Class Master's

Coordinator: Doug Kaukeinen saildude4043@gmail.com

18. ADDENDUM 1 - COURSES



L2	Start - 1 - 2s2p - 1 - Finish
L3	Start - 1 - 2s2p - 1 - 2s2p - 1 - Finish
L4	Start - 1 - 2s2p - 1 - 2sp - 1 - Finish
LR2	Start - 1 - 2s2p - 1 - 2p - Finish
LR3	Start - 1 - 2s2p - 1 - 2s2p - 1 - 2p - Finish
LR4	Start - 1 - 2s2p - 1 - 2s2p - 1 - 2s2p - 1 - 2p - Finish



LA2	Start - 1-1a - 2s2p - 1-1a - Finish
LA3	Start - 1-1a - 2s2p - 1-1a - 2s2p - 1-1a - Finish
LA4	Start - 1-1a - 2s2p - 1-1a - 2sp - 1-1a - 2sp - 1-1a - Finish
LAR2	Start - 1-1a - 2s2p - 1-1a - 2p - Finish
LAR3	Start - 1-1a - 2s2p - 1-1a - 2s2p - 1-1a - 2p - Finish
LAR4	Start - 1-1a - 2s2p - 1-1a - 2s2p - 1-1a - 2s2p - 1-1a - 2p - Finish

SI's stop here. Below are notes.

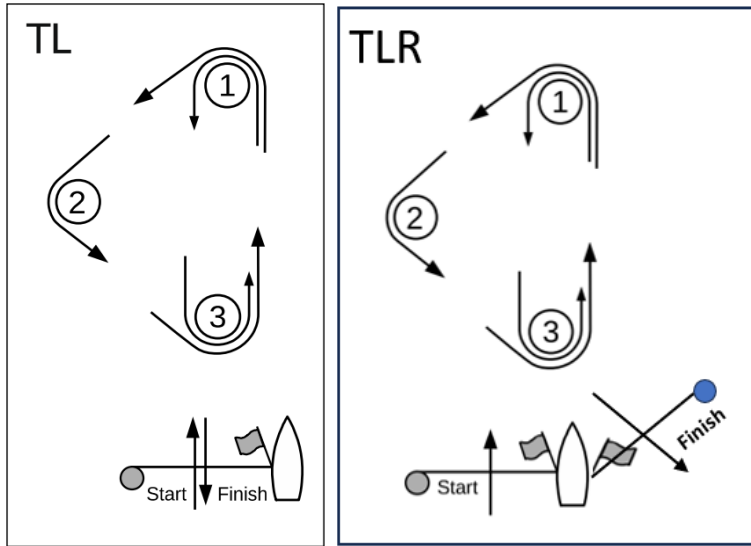
To get to an upwind finish, I'll simply signal a 2 or 3 times round, and shorten the course at the upwind mark.

The appendix will be sent out as a separate email, and posted on the message board, to pay attention to the notes at the bottom. In addition ...

"If the RC decides that an upwind finish is appropriate, the course may be shortened at Mark 1 or 1a."

This is going in as a note to competitors, rather than a "rule" in the SI's.

Stuff I'm just holding in this file for now



TL2	Start - 1 - 2 - 3 - 1 - Finish
TL3	Start - 1 - 2 - 3 - 1 - 3 - 1 - Finish
TLR2	Start - 1 - 2 - 3 - 1 - 3 - Finish
TLR3	Start - 1 - 2 - 3 - 1 - 3 - 1 - 3 - Finish

