



2024 Shearwater Regatta Presented by
The Storm Trysail Club and the Riverside Yacht Club
Saturday, September 14

Sailing Instructions

(09/13/2024)

The notation “[NP]” in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation “[DP]” in a rule means that the penalty for a breach of the rule may be less than DSQ at the discretion of the protest committee. This modifies RRS 64.2.

1 RULES

The regatta will be governed by:

- 1.1. The current Racing Rules of Sailing (RRS), and the Notice of Race, except as may be modified herein.
- 1.2. The US Sailing Prescriptions to the RRS.
- 1.3. The current US Sailing Safety Equipment Regulations (USSER) for Near Shore events.
- 1.4. The current PHRF Regulations as administered by the Yacht Racing Association of Long Island Sound (YRALIS).
- 1.5. The current IMS Rule (measurement) and ORC Rating Systems (ratings) rules and regulations. These requirements are available at www.orc.org/rules.
- 1.6. The requirements for the YRALIS Youth Challenge Cup.
- 1.7. All boats are strongly encouraged to follow the STC Safety Guidelines for Rendering Assistance. The Guidelines (<https://stormtrysail.org/wp-content/uploads/2020/03/STC-Safety-Guideline-and-Rendering-Assistance-v.05022019.pdf>), and information on available Safety at Sea courses, are available on the STC website (<https://stormtrysail.org>).
- 1.8. The division of boats into classes will be at the sole discretion of the OA.
- 1.9. Boats shall keep clear of commercial shipping as required by the IRPCAS or other government right of way rules. The penalty for breaking this rule may be disqualification from one or more races or from the series.
- 1.10 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

- 3.1 Any written change to the sailing instructions will be posted by 0800 on the day it takes 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.
- 3.2 Oral changes may be made on the water via VHF radio announcements. If made, the RC will confirm acknowledgement from each boat.

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

There will be one race consisting of two parts as defined in SI 8 below:

Saturday, Sept. 14

1200 First signal

6 CLASS FLAGS and CLASS SPLITS

6.1 Class flags will be numeral pennants corresponding to class numbers appearing on the scratch sheet.

6.2 The final class splits and start order will be available on YachtScoring.com no later than 1200 Friday, September 13.

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

The race will be comprised of a combination of two parts; the first will be a windward/Leeward course and the second will be a Navigator course.

8.1 Windward/Leeward (part 1): A course board displayed from the Signal Boat will identify the direction and distance to the windward mark. They will be displayed in two columns from bow to stern: direction in degrees magnetic, and the distance in nautical miles to the windward mark. The same course is intended to be sailed for all classes which will be displayed before the warning signal for that class.

8.1.1 [NP] The Race Committee will 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. ***That announcement will include the number of legs to be sailed.***

Deg Mag	NM to 1 st Mark	Part 2
2	1	E
3	.2	G
0		etc.

8.1.2 The Race committee will set a single leeward mark. The leeward mark will be to windward of the start line. Competitors shall leave it to port. The leeward mark is not a mark of the course when on a downwind leg to the scoring gate. See Appendix 1.

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

8.2 Navigator (part 2): Prior to the Warning Signal, the course will be displayed on the third and fourth columns of the course board. Marks are to 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 to the next mark will not cross the rhumbline from the previous mark; when the course to the next mark is a reciprocal course, the mark shall be left to port.

9 MARKS

9.1 Windward/Leeward(part 1): Marks will be orange or yellow tetrahedrons. The start mark and the scoring gate mark will be the same color. The leeward mark will be a different color from the start mark and the scoring gate.

9.1.2 The W/L course configuration is described on Appendix 1.

9.2 Navigator (part 2): Marks are described in Appendix 2.

10 THE START

10.1 4 The start line will be between a staff flying an orange flag on the signal vessel at the starboard end and the course side of an inflatable mark at the port end.

10.2 3 Races will be started in conformance with RRS 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 warning signal and may be made during the sequences.

10.3 2 The warning signal for subsequent classes start may be the starting signal for the previous start. Order of class starts will be announced via radio.

10.4 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.

10.5 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 (part 1): The scoring gate (same as the start line) will be between a staff displaying an orange flag on the signal vessel at the port end and the course side of an inflatable mark at the starboard end.

12.1.1 The completion of the W/L course will be a scoring gate at which times will be recorded. This will constitute one completed race (part 1).

12.2 Navigator (part 2): The finish line will be between a staff flying a blue flag on a race committee vessel and *the last displayed* mark of the course, unless shortened.

12.2.1 The completion of the Navigator course will be the finish of the overall race.

13 TIME LIMIT

13.1 Windward/Leeward (part 1): 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 (part 2): The time limit for the first boat in any class to sail the course and finish will be 1700 on Saturday. 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

A scoring gate will be used at the completion of the W/L course.

15.1 Windward/Leeward (part 1):

15.1.1 The first part of each race (W/L) for PHRF boats will be scored using each boats YRALIS W/L rating and Time-on-Time calculation.

15.1.2 The first part of each race (W/L) for ORC boats will be scored using one of the scoring options available on page 2 of ORC certificates the intended selection of which will be announced prior to the warning signal.

15.2 Navigator (part2):

15.2.1 The overall race for PHRF boats will be scored using each boat's YRALIS Distance rating and Time-on-Time calculation.

15.2.2 The overall race for ORC boats will be scored using the same wind band as selected for the W/L part, taken from the 5-band A/P options available on page 2 of ORC certificates.

15.3 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.

15.4 A boat's score will be the sum of her scores from both race parts. This changes RRS A2.1

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 6 or more, the top two of 4 or more, and the top boat if less than 4.

18.2 In the judgement of the RC and OA, the vessel with the best overall performance will receive the Shearwater Trophy.

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.

Further Information Questions regarding the regatta may be directed to the event co-chairs:

Tom Malone, Riverside Yacht Club t.p.malone@sbcglobal.net

Cindy Cornell, Storm Trysail Club cindy@hoshingroup.com

Principal Race Officer: John Troy

Protest Chair: Ty Anderson

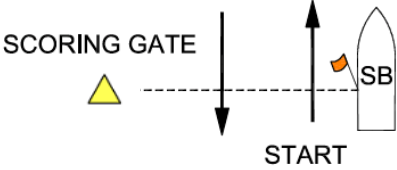
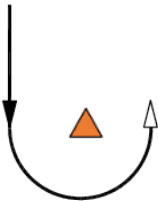
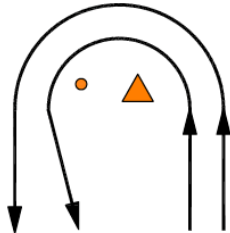
Riverside Yacht Club 203-637-1706 <http://www.riversideyc.org>

Storm Trysail Club 914-834-8857 <http://www.stormtrysail.org>



Appendix 1

Windward-Leeward



S - W - L - W - SG

TO NAVIGATOR MARKS

Appendix 2

Navigator Marks

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 forward 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.