



SAILING INSTRUCTIONS

FOR THE FIFTY-FIRST VALEUR-JENSEN STAMFORD DENMARK RACE

SUNDAY, SEPTEMBER 11, 2016

Sponsored by: Stamford Yacht Club, Royal Danish Yacht Club, Stamford Sail and Power Squadron

1. RULES

1.1 The race shall be governed by rules as defined in the current Racing Rules of Sailing (RRS), except as may be modified by the Notice of Race or these Sailing Instructions. In the event of inconsistencies, these Sailing Instructions shall prevail. The Ideal 18 and Multi-hull racers shall be governed by their respective Class Associations Rules, published separately. The Ideal 18 sailing instructions will be published separately.

(a) The US Sailing Prescriptions do not apply, except the prescriptions to RRS 61.4, 67, 70.5(a), 76.1 and Appendix R.

1.2 The following fleet rating classification rules shall be in effect:

(a) Racing will be conducted in PHRF classes for boats rating 30 and higher, except as modified by 1.2(b). Each entrant shall indicate and adhere to his intention to race in a spinnaker or non-spinnaker class. This event will use the YRA-LIS PHRF standard ratings with corrected time computed using Time-on-time (ToT).

PHRF- Non-spinnaker class is defined as prohibiting the use of any headsail with a mid-girth (mid-luff to mid-leech) more than 50% of its foot measurement. This means: jib only - no flashers. Except when changing headsails, non-spinnaker boats may not fly more than one headsail at a time. For trophy purposes, they shall be scored separately.

(b) IRC- Racing will be conducted in IRC classes for boats rating 0.975 and faster if there is sufficient interest. Such entrants shall submit both IRC and PHRF certificates. Depending on the level of entries, there may be dual scoring. If there are insufficient IRC entries to form a class, boats will sail PHRF. **This changes 1.2(a)**

(c) Multi-hulls shall race under the NEMA ToT Ratings. They shall be scored separately.

(d) Classic boats (those built prior to 1982) shall sail in a class as designated on the Scratch Sheets. For trophy purposes, they shall also be scored separately.

1.3 Each participating boat is required to fly from its starboard rigging the flag of Denmark or another red and white flag, such as the 50th Valeur-Jensen Stamford Denmark Race burgee distributed last year. Each participating boat must also fly from the backstay the code flag corresponding to its class. Multihulls need not fly a class flag.

1.4 A boat withdrawing is required to immediately notify the Race Committee via VHF Channel 05.

1.5 Each boat must conform to YRA of LIS Minimum Equipment & Safety Recommendations Category C, except those boats ordinarily sailed without lifelines (**i.e. I-18, Viper**) All boats shall have a VHF radio capable of broadcasting and receiving over channel 05A. Channel 72 will be used for the Ideal 18 course.

2. THE COURSE

2.1 There shall be one start line for all classes. Courses for each class shall be signaled as described in 2.2 and 2.3.

2.2 Each Division shall be assigned to either Course "I" or Course "II" as designated on the Scratch Sheets. Courses shall be signaled prior to the Prep Flag ("P") on the Course Board as illustrated in 3.1. The Course Board will display the identification and order of each turning mark to be rounded.

2.3 Marks shall be rounded in the order signaled and so that the rhumbline leaving a rounding mark shall not cross the rhumbline approaching that mark. Where rhumbines are reciprocal, the mark being rounded is to be left on the same side as the preceding mark.

2.4 The RC may announce over VHF 05A the rounding marks and the side to which they are to be left.

3. THE MARKS

- | | | | | | |
|-----|---------------------------------|------------------------|-------------------------|----------------------------------|------------------------|
| 3.1 | A = Bell "1" (Greenwich) | C = Nun "34" | J = R Bell "32A" | g = G Gong "1" (Stamford) | H = R Bell "32" |
| | L = G Gong "15" | O = G Bell "17" | P = G Can "19" | I = R Bell "28C" | E = G/R Can "E" |
| | W1 = Yellow (Course I) | | | W2 = Orange (Course II) | F = Finish Mark |

A set Windward Mark may be signaled as the *first mark* of the course. If signaled, the direction and distance to it will be indicated by the degrees magnetic followed by the distance in nautical miles on the top row of the Course Board. **W1** will be yellow; **W2**, orange. If a set Windward Mark is not being set, the First Mark of the course will appear on the top line of the Course Board.

For Example:

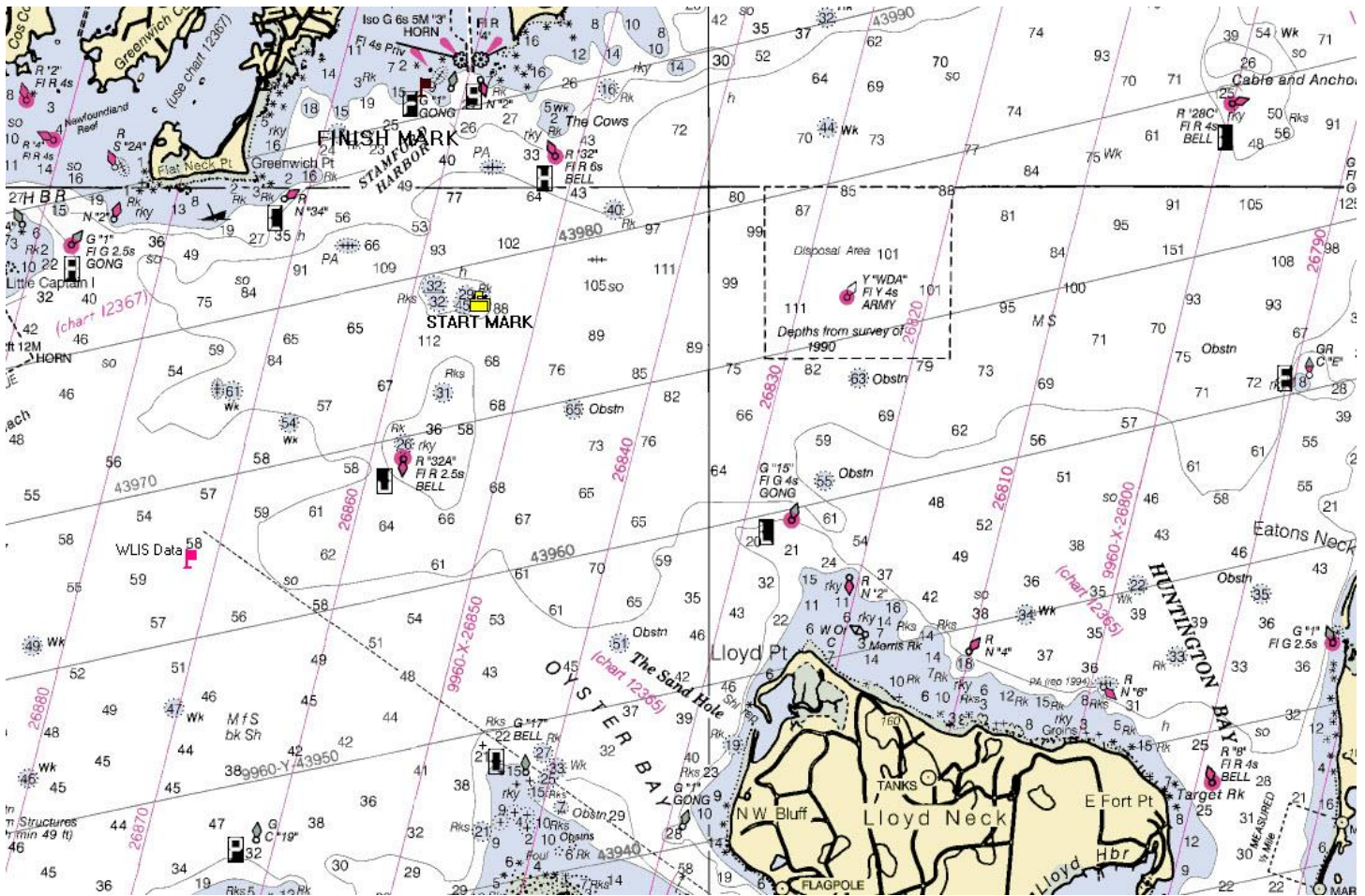
240-1.3

P

LOACH

LOACH

3.2 Unless designated as a mark of the course, Red Bell"32"(H) must be passed on the channel side. Other government marks may be disregarded at the discretion of the skipper.



4. THE START

4.1 The starting area ("S") shall be in the vicinity of 40° 59.000' N / 073° 32.210' W. The Start line shall be between a staff flying an orange flag on Race Committee Boat on the starboard end and a temporary start mark on the port end. The Race Committee may deploy an orange "keep-away" ball. If deployed, this ball shall be considered an integral part of the Committee Boat.

4.2 Starting signals shall be in accordance with Rule 26 with the following modification: 5 minutes before the warning signal for the first class to start, Code Flag F will be displayed with one sound. One minute before the Warning for the first class to start, Code Flag "F" will be removed without sound. It is expected that classes will start at 10-minute intervals as follows:

	STARTS	TIME	SIGNAL
	First Signal	1020	Code Flag F
		1024	"F" removed
1	Warning	1025	Code Flag 1
	Prep	1026	Code Flag P
		1029	"P" removed
	Start	1030	1 removed
2	Warning	1035	Code Flag 2
	Prep	1036	Code Flag P
		1039	"P" removed
	Start	1040	2 removed
3	Warning	1045	Code Flag 3
	Prep	1046	Code Flag P
		1049	"P" removed
	Start	1050	3 removed
4	Warning	1055	Code Flag 4
	Prep	1056	Code Flag P
		1059	"P" removed
	Start	1100	4 removed
5	Warning	1105	Code Flag 5
	Prep	1106	Code Flag P
		1109	"P" removed
	Start	1110	5 removed

CONTINUING UNTIL ALL CLASSES HAVE STARTED PER SCRATCH SHEET

IT IS INTENDED THAT THERE BE A 10 MINUTE GAP BETWEEN THE LAST COURSE 1 START AND THE FIRST COURSE 2 WARNING.

4.3 All boats must keep clear of the starting area until after the start for the preceding class. *Rules 63.1 is hereby modified* to allow that any boat interfering with the start of another class may be subject to disqualification without a hearing. No boat may use her engine after the Preparatory Signal for her class.

4.4 After the first warning signal of the day, Rule 30.1, the "around the ends rule", **shall be in effect** without the Race Committee having to fly code flag "I". *This modifies Rule 30.1.*

5. POSTPONEMENT

"AP" Answering Pennant and two guns. "AP" shall be lowered with one long audible blast one minute before the Warning Signal for the next class to start had there been no postponement. Postponements shall be for 5 minute intervals.

6. RECALLS

6.1 Individual Recalls shall be signaled by displaying code flag "X" and sounding one audible blast. Infringing boat(s) may be called by name or sail number over a loud hailer and all boats are requested to "pass the word" to the recalled boat(s). The Race Committee may attempt to notify OCS boats over VHF channel 05. (See 11.2.) Failure to hear the loud hailer or radio announcement shall not be grounds for Redress.

6.2 General Recalls shall be signaled with code flag "First Substitute" and two audible sounds and the Race Committee shall announce over VHF radio that a General Recall has been signaled.

6.3 In the event of a General Recall, the recalled class(es) shall re-start in sequence after the last scheduled start on her Course.

7. THE FINISH

7.1 The finish line shall be between a staff flying a yellow flag on Race Committee Boat and mark "F," a temporary mark to be set approximately 0.25 NM southwesterly of "G" Gong "1".

7.2 All boats shall record their finish time as accurately as possible, and shall also record their position by noting the sail numbers and/or names of the boat finishing before and after her. Keep the information for possible later use.

7. Do not approach or hail the Finish Boat, except to report the intent to file a protest.

7.4 The Race may be shortened at any mark of the course. A shortened course will be signaled with code flag "S" and two audible sounds. The finish line will be between an orange flag on the Committee Boat and the mark. The Committee Boat may be stationed on either side of the finish mark. All boats shall finish in a direction from the previous turning mark.

8. TIME LIMIT

8.1 The time limit for all classes is 1600, or 30 minutes from the finish time of the *first finisher* of each class (time limit extension period), providing that first finisher finishes between 1530 and 1600. Extension of time shall be rounded to the next full minute.

8.2 All boats finishing within the time limit extension period shall be scored.

8.3 Any or all time limit extension period(s) shall be broadcast over VHF channel 05A (see 11.2).

8.4 Any boat not finished by the time limit, or any extension thereof, shall be scored TLE and receive points equal to the number of boats that finished within the time limit, or any extension thereof, plus two (2) but in no case will a boat be scored worse than DNF. This changes RRS 35 and Appendix A.

9. PROTESTS

9.1 It is intended that all protests for breaches of Part 2 Rules be arbitrated prior to a hearing. The parties to a protest will state their cases to an arbitrator; the arbitrator will discuss the issues with each party and, upon evaluating the statements made, offer an opinion as to the likely outcome of a hearing. Should all parties to the protest accept the opinion, the boat accepting the mediator's opinion that she broke a Rule of Part 2 of the Racing Rules of Sailing shall receive a scoring penalty of 20% of the number of boats starting in her class (rounding .5 upward) to her actual finish position and no hearing will take place. If, after arbitration, a hearing is held, the arbitrator shall not participate as a member of the jury, but may offer testimony. This changes RRS 63.3(a)

9.2 A boat intending to file a protest shall so inform the FINISH BOAT immediately after finishing or withdrawing.

9.3 Protests must be lodged no later than 60 minutes after finishing at the intended FINISH immediately southerly of Stamford Harbor or, in the case of a shortened course, 90 minutes after finishing at that mark of the course.

9.4 Protests involving a potential Class winner will be heard on the day of the race at Stamford Yacht Club (register at the front desk) as soon as practicable after the involved parties have finished. The Race Committee will endeavor to announce over VHF channel 05 those protests intended to be heard and at what time. Protest hearings involving potential trophy winners are intended to begin immediately after the filing deadline. Protests involving boats other than potential trophy winners may be heard thereafter, or at 2000 at SYC on the Thursday following the race.

10. NOTICES

All notices, including amendments to these instructions, will be posted on the bulletin board on YachtScoring and will be emailed to the fleet therefrom. Last minute notices will also be posted at the Stamford Yacht Club Dock House before 0800 on the day of the Race.

11. RADIO COMMUNICATIONS

11.1 Race Committee shall broadcast and receive over VHF channel 05A.

11.2 The Race Committee may make courtesy announcements. Failure to hear an announcement, the order of announcements, or the timeliness of announcements shall not be grounds for redress.

11.3 With the exception of an emergency or a withdrawal, while racing, competitors shall neither make nor receive wireless communications not simultaneously available to all boats and at no fee.

12. MANAGEMENT

The Race Committee shall have the authority to interpret the rules and conditions of the race, to assign boats to classes, to decide protests and to reject the entry of any boat.

13. SAFETY AND RESPONSIBILITY

It is the sole responsibility of the master of each boat to see that she is seaworthy in all respects and that she is manned by a competent crew. The master 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 the Race Sponsors, their 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.

14. RECEPTION AND AWARDS CEREMONY

Participating masters, captains and crew are invited to a reception and award ceremony at Stamford Yacht Club following the race. The awards ceremony is scheduled for 1730 but may be held earlier if the results are final. Trophies are awarded subject to verification and protests. The American bar will be open at about 1500. The Danish bar will be open as posted. Captains are responsible for their crew during the reception and they are asked to assure that all conversation cease during the award ceremony.

The Valeur-Jensen Stamford Denmark Race is brought to you with the generous support of:

