



2017 SAILING INSTRUCTIONS (with Amendment 1)

1 RULES - RACING WILL BE GOVERNED BY:

- 1.1 The Racing Rules of Sailing 2017-2020 (RRS), including APPENDIX T – Arbitration. Any changes to the RRS appear in full in these Sailing Instructions (SIs).
- 1.2 The US SAILING Prescriptions to the RRS do not apply, except the prescriptions to RRS 61.4, 76.1, APPENDIX R - Procedures for Appeals and Requests, and APPENDIX V - Alternative Penalties.
- 1.3 The current PHRF Regulations as administered by the YRA of Long Island Sound (YRALIS).
- 1.4 The Notice of Race (NoR).
- 1.5 These Sailing Instructions (SIs).
- 1.6 In the event of conflict between the NoR and these SIs (or amendments thereto), these SIs as amended shall take precedence. This changes RRS 63.7.
- 1.7 Junior yachts shall comply with the provisions of JSA of LIS Rule 9.4 Advisors and Rule 9.8 Operation of Boat. In addition, junior sailors aboard a junior yacht shall comply with JSA of LIS eligibility Rules 3.2 and 3.4.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Can One page of Yacht Scoring:
<https://www.yachtscoring.com/emenue.cfm?eID=4144>

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs will be posted before 1700 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. Changes will be posted on the Yacht Scoring website and an e-mail notice will be sent out to all registered competitors calling attention to the change.

4 SCHEDULE OF RACES

4.1 The series will consist of races on the following dates:

May	11	18	25		
June	1	8	15	22	*29
July	6	13	20	27	
August	3	10	17	24	31
September	7				

*June 29 is the "Coaching Race", which shall be scored separately and not count towards qualification for series prizes.

4.2 Only one race is scheduled per evening. One race shall constitute a series.

4.3 The warning signal for the first start is scheduled for 1900 on each race day.

5 CLASSES AND CLASS FLAGS

5.1 Class assignments will be made by the Organizing Authority and will appear on the Scratch Sheet available on line at the Can One page of Yacht Scoring, <http://www.yachtscoring.com/emenu.cfm?eID=4144>, no later than 1900 Wednesday, May 10.

5.2 Each yacht shall display the international code flag assigned to her Class from her backstay or, in the absence of a backstay from her stern rail, from the time of her warning signal until she has finished the race or retired.

6 RACING AREA

Racing will be conducted in the area depicted by the Marks Chart included as Appendix A1 to these SIs. The Marks Chart indicates the approximate location of each government mark that may be used as a mark of the course.

7 COURSES

7.1 The Race Committee signal boat will signal courses for each class by letters. Each letter represents a mark as per SI 8.1. Marks shall be rounded in the order signaled and left on the hand so that the rhumb line to the next mark will not cross the rhumb line from the previous mark. If the next mark is reciprocal, the mark shall be left to port when rounding.

7.2 When the course signals are followed by a numeral 2, the course is to be sailed twice-around. When a twice-around course is signaled, yachts shall complete the first lap by sailing through the Start/Finish line. This changes RRS 28.1.

7.3 Classes starting together shall sail the same course.

7.4 Sample Course Board

1	2	3	4	5	6	Classes
	H			D		First Mark
	F			E		Second Mark
	G			F		Third Mark (then to finish line)
	2			2		Twice Around

7.5 The Race Committee may shorten the course at any mark of the course, as well as at the Start/Finish line for a twice around course in accordance with RRS 32.2.

7.6 If the Race Committee changes the course following a postponement during a starting sequence, international code flag C will be displayed with short repeated sounds prior to the warning signal. Legs of the course will not be changed after the preparatory signal. This changes RRS 33.

8 MARKS:

8.1 The following buoys may be signaled as rounding marks

A	Can "1" 0.8 nm North of Execution Rocks
B	Bell "23" 0.8 nm East of Execution Rocks
C	Gong "1" 0.2 nm East of Hart Island
D	Fl. G "25" 0.4 nm of Northwest of Sands Point
E	Gong "27" Gangway Rock
F	Fl. R "2" 1.5 nm North of Execution Rocks
G	Can "1" 0.5 nm Northeast of Larchmont Breakwater
H	Fl. G "29" 0.2 nm North of Hewlett Point
J	Fl. R "2" 0.1 nm North of Huckleberry Island
K	Fl. R "42" 1.0 nm SSW of Peningo Neck flagpole, (American YC)
N	Can "1" Weeks Point
L	Inflatable mark located 0.5 nm to leeward of the starting line
S	Inflatable mark, when used as the starting mark
W	Inflatable mark located 1.0 nm to windward of the starting line

9 THE START

9.1 The starting area will be in the vicinity of Mark A, located approximately .8nm NNE of Execution Rocks Lighthouse. Unless otherwise announced by the Race Committee, Mark A will be the starting mark. Marks B through N and inflatable

mark S may be used as alternate starting marks in accordance with RRS 90.2 (c). When an alternate starting mark is used, the Race Committee shall announce the location of the start over VHF channel 71 at least 15 minutes prior to the first warning signal.

9.2 The starting line for all Classes will be between a staff displaying an orange flag on the Race Committee signal boat and the course side of the starting mark.

9.3 There will be four scheduled starts for each race:

- Start 1 will be for non-spinnaker class 1
- Start 2 will be for non-spinnaker classes 2 and 3
- Start 3 will be for spinnaker classes 4 and 5
- Start 4 will be for spinnaker class 6

At the discretion of the Race Committee, Class starts may be further combined. The Race Committee will announce its intent to further combine starts when hoisting international code flag F. The Race Committee will display the international code flags of all Classes to be started together at their respective warning signals.

9.4 Prior to the start, each yacht shall come by the stern of the Race Committee signal boat to check in by stating her name and sail number. Check in by VHF radio is not permitted and will not be acknowledged by the Race Committee.

9.5 Five minutes before the daily warning for the first start only, the Race Committee will display international code flag F with one sound and announce any changes to the starting sequence. F will be removed with a sound signal one minute before the initial warning for the first start. This changes RRS 26.

9.6 Should the first start be postponed, the warning for the first division will be one minute after AP is lowered.

9.7 Class starts may be signaled at five-minute intervals by displaying a Class flag at the start of the preceding Class(es), in which case the start of the preceding Class shall be the warning for the next Class(es).

9.8 The Race Committee signal boat may have one or more large inflatable buoys secured to it which shall be considered part of the committee boat for the purpose of RRS 31.

9.9 The Race Committee will attempt to identify "on course side" yachts and to broadcast their sail numbers on VHF channel 71. Failure of a yacht to see or hear her recall notification, and the timing and order of such hail, shall not be grounds for redress.

9.10 Boats whose warning signal has not been made shall keep clear of the starting area.

- 9.11 A yacht that starts later than 10 minutes after her starting signal will be scored DNS and awarded points as such in accordance with the provisions of SI 11.3.

10 THE FINISH

- 10.1 The finishing line for all courses will be between a staff displaying an orange flag on a Race Committee signal boat and the course side of the finish mark. Unless the course is shortened, the finish mark shall be the starting mark.
- 10.2 If a course is shortened, the finish line will be between a staff displaying international code flag S on a Race Committee boat and adjacent rounding mark, or the Start/Finish mark at completion of the first lap in a twice around course. The Race Committee will make multiple sound signals to indicate shortened course and will broadcast on VHF channel 71 that the course has been shortened. This changes RRS 32.2.
- 10.3 Yachts are advised to identify themselves as they approach the finish line by hailing the Race Committee on VHF channel 71. Please note that the Race Committee may not respond to such hails. In addition, yachts are requested to illuminate the numbers on their mainsails when finishing after dark. Making a note of yachts crossing the line ahead of you and behind you may be useful to you and/or other competitors in the event of discrepancies.

11 SCORING

- 11.1 Scoring will be done using PHRF Time on Time computation (Appendix C).
- 11.2 Scoring will be calculated using the High Point Percentage Scoring System.
- 11.3 Race Scores: For a race where 'N' yachts compete, each yacht finishing that race and not thereafter retiring or being disqualified will be scored as follows:

<u>Finishing Place</u>	<u>Score</u>
<u>First</u>	<u>N</u>
<u>Second</u>	<u>N-1</u>
<u>Third</u>	<u>N-2</u>
<u>Fourth</u>	<u>N-3</u>
<u>Each place thereafter</u>	<u>Subtract 1 point</u>

All yachts scored **TLE** – Time Limit Expired shall receive one point less than the last place yacht scored as finishing and not thereafter retiring or being disqualified. All yachts scored **DNS** – Did Not Start (but checked in and/or attempted to start); **OCS** – On the Course Side of the starting line at her starting signal and failed to start, or broke RRS 30.1; **DNF** – Did Not Finish; **RET** – Retired; or **DSQ** – Disqualification shall receive zero points. This modifies RRS A4.2.

- 11.4 A yacht that takes a Post-Race Penalty under the provisions of SI 14.2 shall have her score reduced by the number of penalty points, but shall in no case be scored less than zero points.
- 11.5 In order to qualify for a series trophy, a yacht must participate in at least fifty percent of the qualifying races for her Class, excluding the Coaching Race, rounded up if an odd number of races is sailed (the Qualifying Number). Races abandoned after the start shall count as races for this purpose.
- 11.6 If a yacht's crew serves on the Race Committee and/or as coach(es) during the Coaching Race, her Qualifying Number shall be reduced by one from her class's Qualifying Number. Race Committee service shall be defined as the participation by three or more people capable of helping the PRO.
- 11.7 Sections 11.5 and 11.6 notwithstanding, no yacht shall qualify without completing six scored races.
- 11.8 If a yacht qualifies under SI 11.5, her series performance shall be calculated using the scores from her best n races, where n is equal to the Qualifying Number for her Class. A yacht that participates in n-1 races but qualifies under SI 11.6, or qualifies with less than n scored races as a result of abandonments shall have her series performance calculated using the scores from all of her races.
- 11.9 The series score for each yacht will be a percentage calculated as follows: the sum of her race scores in each of her qualifying races as determined by SI 11.3, 11.4 and 11.7 shall be divided by the sum of the points she would have scored if she had placed first in each of her qualifying races. The qualified yacht with the highest series score is the winner, and others are ranked accordingly.
- 11.10 Ties and Other Rules: Race ties will be handled using RRS A7. Series ties will be broken using RRS A8.1. RRS A1, A3, A5, A6, A10 and A11 also apply.
- 11.11 This scoring system modifies RRS 90.3 and RRS Appendix A.

12 TIME LIMIT

- 12.1 If no yacht in a Class has finished within the time limit, the race for that Class will be abandoned and yachts in that class will not be scored.
- 12.2 The time limit for the first yacht to sail the course and finish in each class shall be 2 hours from the starting time of that class. Yachts failing to finish within 30 minutes after the first boat in the class sails the course and finishes will be scored "Time Limit Expired" (TLE) without a hearing. This changes RRS 35.

13 WITHDRAWAL

Any yacht withdrawing before the start or retiring from a race shall notify the RC at the earliest possible opportunity on VHF channel 71.

14 PENALTY SYSTEM

14.1 RRS APPENDIX T – Arbitration shall apply.

14.2 US SAILING Prescriptions APPENDIX V - Alternative Penalties shall apply.
This changes RRS 44.3.

15 PROTESTS AND REQUESTS FOR REDRESS:

15.1 Subject to the limitations of RRS 61.1(a), a yacht intending to protest shall inform the other yacht at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer racing.

15.2 Immediately after finishing, a protesting yacht shall contact the Race Committee on VHF channel 71 to provide her sail number as well as the sail number of the yacht being protested. This changes RRS 61.1.

15.3 Immediately after finishing, a yacht that accepted a one-turn penalty shall contact the Race Committee on VHF channel 71 to provide its sail number as well as the sail number of the protesting yacht. This changes RRS 44.2.

15.4 Protests and Requests for Redress shall be filed on standard US SAILING protest forms. Protest forms are available online at http://www.yachtscoring.com/race_forms.cfm.

15.5 Protests must be filed at the Huguenot Yacht Club within 1½ hours after the last yacht has finished. A yacht that is unable to deliver its protest at the Huguenot Yacht Club within the time limit may confirm its intent to lodge a protest by sending an email or text message to C1RaceCommittee@gmail.com. The email shall be sent within one hour of the finish time of the protesting yacht and shall include the names and sail numbers of the protesting and protested yachts, any rule the protestor believes was broken, the name and contact information for the yacht's representative, and the representatives expected time of arrival at Huguenot Yacht Club. If the representative is unable to arrive at Huguenot Yacht Club in time for a protest hearing, that hearing shall be held following the next week's scheduled race. Similarly, a yacht that has been protested but is unable to arrive at Huguenot Yacht Club in time for a protest hearing may request a delay of the hearing to following the next week's scheduled race by sending an email or text message to C1RaceCommittee@gmail.com within one hour of her own finish time. The email shall include the names and sail

numbers of the protesting and protested yachts and the name and contact information for the yacht's representative. This changes RRS 61.3.

- 15.6 All protests will be heard in the open to make the protest hearing a learning experience for all sailors. This modifies RRS 63.3(a). Protest hearings will take place at Huguenot Yacht Club immediately after the race.
- 15.7 A protest against a yacht whose representative is not present within 1½ hours after the last yacht has finished, and has not requested a delay pursuant to SI 15.5, may be heard without representation from the protested yacht as provided in RRS 63.3(b).
- 15.8 It is the responsibility of the parties to ensure that their witnesses are available when called to testify. If witnesses are not in the vicinity of the jury desk when called, they may not be heard.
- 15.9 Only the Race Committee may protest a boat under SI 5.2. This is an addition to rule 60.2.

Note: It is the responsibility of all competitors to be familiar with the International Regulations for Preventing Collisions at Sea (COLREGS) and that they do not become "privileged" vessels when participating in a race. This is especially true in meeting, crossing or overtaking situations with non-participant vessels and/or vessels constrained by their draft or ability to maneuver. Remember that a collision at sea can ruin your whole evening.

16 RADIO COMMUNICATION

- 16.1 Each yacht shall carry a radio capable of transmitting and receiving VHF channel 71.
- 16.2 The official channel for Race Committee communication shall be VHF 71. All competitors shall monitor this channel for updates from the Race Committee while racing. All competitors are further encouraged to monitor this channel prior to departing their home port, and while returning to their homeport.
- 16.3 Except in an emergency or as otherwise specified in these SIs, a yacht shall neither make nor receive radio communications not available to all yachts while racing.

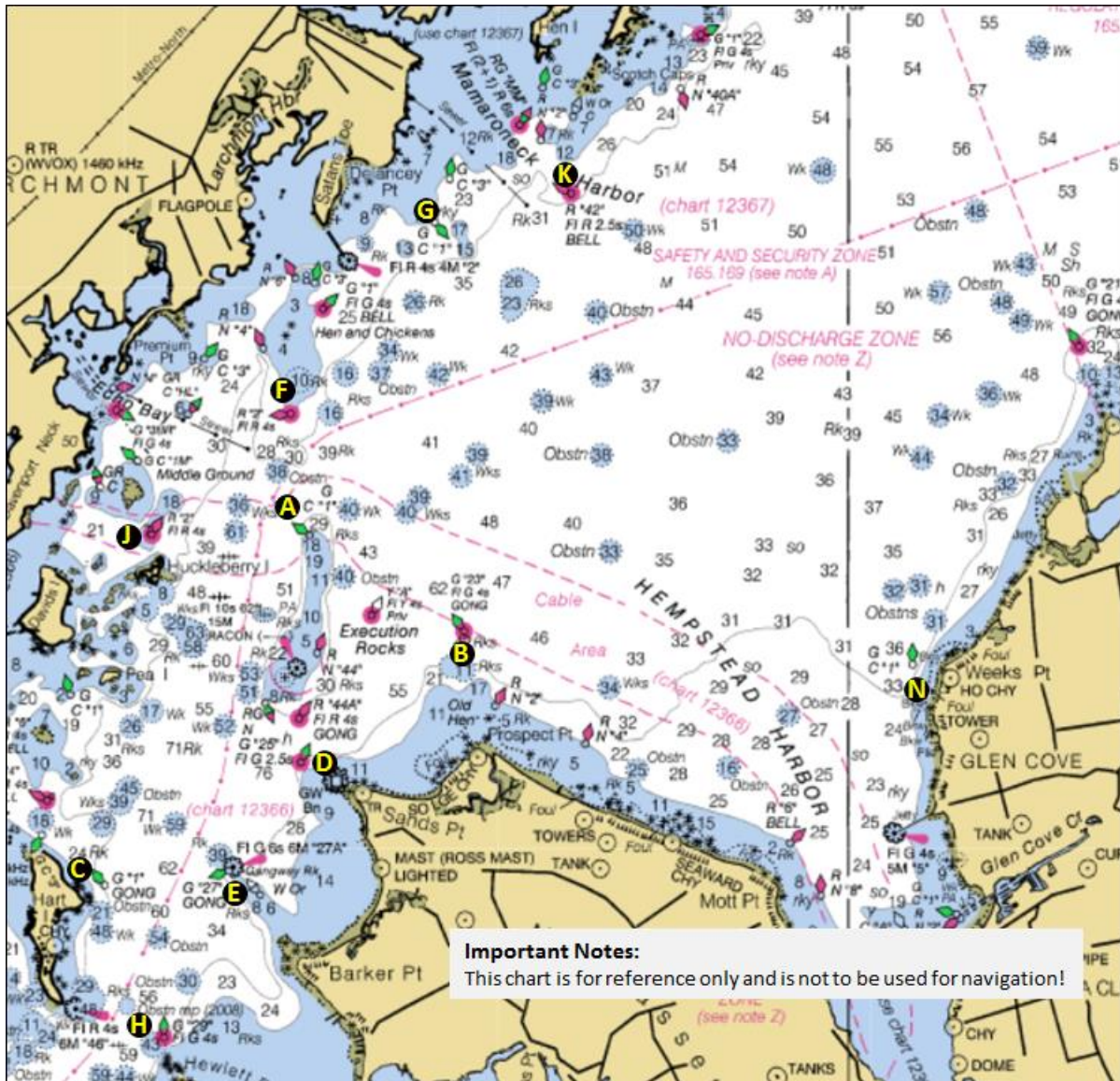
17 RESPONSIBILITY

All those taking part in COERA races do so at their own risk and responsibility. The Organizing Authority, member clubs, sponsors and their respective officers, employees, volunteers and members, accept no liability for any injury, loss or damage that may be suffered by any competitor. Specific attention is drawn to RRS Fundamental Rule 4, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

18 PRIZES

Prizes will be awarded as described in the Notice of Race, section 12 and amendments thereto.

Appendix A1: Chart of Can One Marks



Appendix A2: Approximate Courses and Distances between Marks

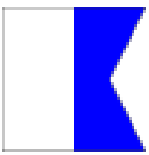
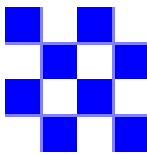

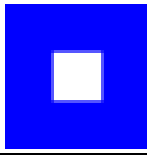
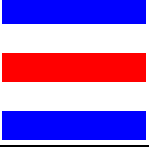
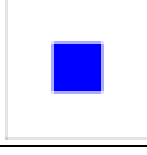
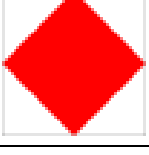
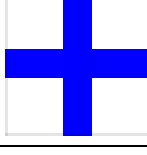
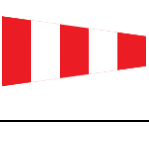
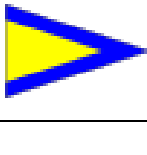
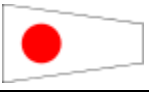





TO FROM	A	B	C	D	E	F	G	H	J	K	N
A		136° 1.1 nm	224° 2.4 nm	*196° 1.4 nm	*207° 2.0 nm	002° 0.7 nm	033° 2.0 nm	210° 3.1 nm	282° 0.9 nm	050° 2.5 nm	115° 3.6 nm
B	316° 1.1 nm		248° 2.6 nm	244° 1.3 nm	238° 2.0 nm	334° 1.6 nm	008° 2.4 nm	*230° 3.0 nm	300° 1.9 nm	027° 2.6 nm	108° 2.6 nm
C	044° 2.4 nm	068° 2.6 nm		072° 1.3 nm	098° 0.7 nm	035° 3.0 nm	039° 4.4 nm	173° 1.0 nm	*021° 2.1 nm	047° 4.9 nm	*088° 4.9 nm
D	*016° 1.4 nm	064° 1.3 nm	252° 1.3 nm		227° 0.8 nm	*012° 2.1 nm	026° 3.3 nm	220° 1.8 nm	*340° 1.6 nm	038° 3.7 nm	*094° 3.6 nm
E	*027° 2.0 nm	058° 2.0 nm	278° 0.7 nm	047° 0.8 nm		021° 2.7 nm	*030° 4.0 nm	215° 1.1 nm	*000° 2.1 nm	040° 4.5 nm	*086° 4.2 nm
F	182° 0.7 nm	154° 1.6 nm	215° 3.0 nm	*192° 2.1 nm	201° 2.7 nm		048° 1.4 nm	205° 3.8 nm	241° 1.1 nm	065° 2.1 nm	113° 4.5 nm
G	213° 2.0 nm	188° 2.4 nm	219° 4.4 nm	206° 3.3 nm	*210° 4.0 nm	228° 1.4 nm		*211° 5.4 nm	234° 2.5 nm	093° 0.9 nm	146° 3.9 nm
H	030° 3.1 nm	*050° 3.0 nm	353° 1.0 nm	040° 1.8 nm	035° 1.1 nm	025° 3.8 nm	*031° 5.4 nm		*012° 3.0 nm	039° 5.5 nm	*077° 4.9 nm
J	102° 0.9 nm	120° 1.9 nm	*201° 2.1 nm	*160° 1.6 nm	*180° 2.1 nm	061° 1.1 nm	054° 2.5 nm	*192° 3.0 nm		064° 3.2 nm	113° 4.5 nm
K	230° 2.5 nm	207° 2.6 nm	227° 4.9 nm	218° 3.7 nm	220° 4.5 nm	245° 2.1 nm	273° 0.9 nm	219° 5.5 nm	244° 3.2 nm		157° 3.4 nm
N	295° 3.6 nm	288° 2.6 nm	*268° 4.9 nm	*274° 3.6 nm	*266° 4.2 nm	293° 4.5 nm	326° 3.9 nm	*257° 4.9 nm	293° 4.5 nm	337° 3.4 nm	

Notes:

A1 This table is for reference only and is not to be used for navigation!

A2 An *asterisk denotes that the rhumb line course between marks crosses obstructions, submerged rocks or dry land.

Appendix B: Selected International Code Flags Used by COERA

	Alpha Flown under November by the RC to abandon current race and all racing for the day		November Flown by the RC to abandon current race and instruct competitors to return to the starting area
	Bravo Flown by a yacht to protest another yacht		Papa Flown by the RC as the Preparatory Signal for the start of each class
	Charlie Flown by the RC to Change in Course		Sierra Flown by the RC to shorten course
	Foxtrot Flown by the RC 5 minutes before the scheduled warning of the first class start only		X-Ray Flown by the RC to indicate that one or more yachts was on the course side at her starting signal
	Answering Pennant (AP) Flown by the RC to postpone a start		First Repeater General Recall
Class Flags Flown by the RC at the warning signal for the subject class and by each yacht to identify her class			
	1 Class One		4 Class Four
	2 Class Two		5 Class Five
	3 Class Three		6 Class Six

Other International Code Flags may be used as prescribed in the RSS.

Appendix C: PHRF Time on Time (ToT) Ratings

PHRF ToT Ratings are calculated from PHRF ToD Ratings on each competitor's YRA of LIS Certificate using the following formula:

PHRF ToT = A / (B + PHRF ToD), where

A = B + a fleet constant (the fleet constant is set at 100, the average PHRF rating for certificates issued by the YRA of LIS; and

B = 550, a constant for general conditions used for the 2016 PHRF Long Island Sound Championships

PHRF Time on Time Rating Table (Converted from PHRF Time on Distance Ratings)

ToD	ToT	ToD	ToT	ToD	ToT	ToD	ToT
240	0.8228	165	0.9091	90	1.0156	15	1.1504
237	0.8259	162	0.9129	87	1.0204	12	1.1566
234	0.8291	159	0.9168	84	1.0252	9	1.1628
231	0.8323	156	0.9207	81	1.0301	6	1.1691
228	0.8355	153	0.9246	78	1.0350	3	1.1754
225	0.8387	150	0.9286	75	1.0400	0	1.1818
222	0.8420	147	0.9326	72	1.0450	-3	1.1883
219	0.8453	144	0.9366	69	1.0501	-6	1.1949
216	0.8486	141	0.9407	66	1.0552	-9	1.2015
213	0.8519	138	0.9448	63	1.0604	-12	1.2082
210	0.8553	135	0.9489	60	1.0656	-15	1.2150
207	0.8587	132	0.9531	57	1.0708	-18	1.2218
204	0.8621	129	0.9573	54	1.0762	-21	1.2287
201	0.8655	126	0.9615	51	1.0815	-24	1.2357
198	0.8690	123	0.9658	48	1.0870	-27	1.2428
195	0.8725	120	0.9701	45	1.0924	-30	1.2500
192	0.8760	117	0.9745	42	1.0980	-33	1.2573
189	0.8796	114	0.9789	39	1.1036	-36	1.2646
186	0.8832	111	0.9834	36	1.1092	-39	1.2720
183	0.8868	108	0.9878	33	1.1149	-42	1.2795
180	0.8904	105	0.9924	30	1.1207	-45	1.2871
177	0.8941	102	0.9969	27	1.1265	-48	1.2948
174	0.8978	99	1.0015	24	1.1324	-51	1.3026
171	0.9015	96	1.0062	21	1.1384	-54	1.3105
168	0.9053	93	1.0109	18	1.1444	-57	1.3185