



Storm Trysail & Riverside Yacht Club **Long Island Sound Championship**

2019 Long Island Sound Championship
Presented by
The Storm Trysail Club and the Riverside Yacht Club
Saturday and Sunday, September 14 & 15, 2019

Sailing Instructions

1 RULES

- 1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing for 2017-2020 (RRS); the 2019 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; and the YRALIS Minimum Equipment Recommendations Category C. For PHRF boats, the current PHRF Regulations as administered by the YRALIS will apply and scored using Time-on-Time corrections.
- 1.2** Appendix V1, Penalty at the Time of an Incident, will apply.
- 1.3** Appendix T, Arbitration will apply as changed below:
At the end of T4, Arbitration Meeting Outcomes, add: (c) If a protest is not withdrawn after arbitration, the arbitrator will not be a member of the jury that hears that protest but will be permitted to observe the testimony presented and offer evidence. This changes rule 63.3(a)
- 1.4** The prescriptions of US Sailing shall apply.

2 NOTICES TO COMPETITORS/REGATTA HEADQUARTERS Regatta headquarters will be located at Riverside Yacht Club. Except for jury notices, notices to competitors will be posted on the official notice board located at the head of the RYC dock and on YachtScoring. Jury notices will be posted on the jury notice board located near the reception area.

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. 14
1300 First signal

Sunday, Sept. 15
1030 First signal
1500 No warning signal after this time

6 CLASS FLAGS and CLASS SPLITS

6.1 Class	Class flag
Class 1	Numeral pennant 1
Class 2	Numeral pennant 2
Class 3	Numeral pennant 3
Class 4	Numeral Pennant 4
Class 5	Numeral Pennant 5...etc.

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.

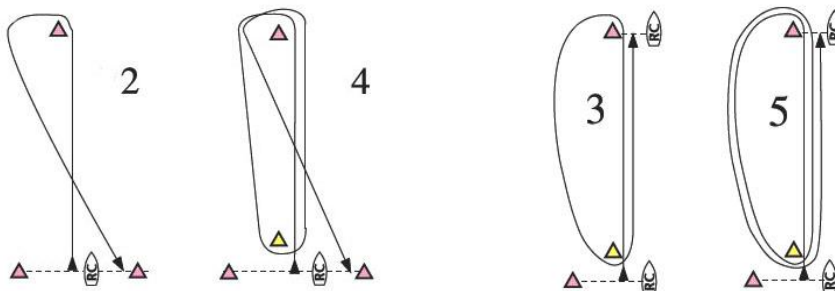
8 COURSES

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 The Race Committee will attempt to notify all competitors of the course to be sailed using VHF Channel 01A. For example: Windward / Leeward courses will be sailed with marks to be left to port.

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



8.1.3 The Race Committee may set a leeward gate. If no gate is in place, boats are to round the single leeward mark, leaving it to port. The leeward mark or gate will be to windward of the start/finish line. The leeward mark or gate 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.

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 gate marks will match, and 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 Races will be started in accordance with RRS 26. The warning signal for the second and subsequent starts may be the starting signal for the previous start.

10.2 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.

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

11 CHANGING THE NEXT LEG OF THE COURSE

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

11.1.2 If code flag "C" is flown 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 blue flag or code flag "R" on the signal boat and the course side of an inflatable mark on the opposite side of the signal vessel from the starting line. The use of code flag "R" indicates another race is intended.

12.1.2 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 A, A11.

13.2 Navigator: The time limit for the first boat in each navigator class to sail the course and finish will be 1630 on Saturday and 1500 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 AND REDRESS REQUESTS

14.1 A boat intending to protest for an incident while racing is requested to notify the race committee promptly upon finishing the race by VHF or by hailing the committee boat after finishing.

14.2 Protest forms are available at the front desk.

14.3 The protest time limit is 60 minutes after the RC finish vessel personnel comes ashore. Written protests and requests for redress shall be delivered to front desk of the clubhouse and time stamped.

14.4 The protest time limit and a list of protests and requests for redress submitted to the protest desk will be posted promptly.

14.5 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.

14.6 Hearings and arbitration will begin as soon as practicable after protest forms are filed.

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 RADIO The race committee will attempt to broadcast on VHF Channel 01A information such as location of the signal boat, 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 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 such as tugs and barges.

18 PRIZES

18.1 Trophies will be awarded to the top three boats in each class of 7 or more, the top two of 5 or more, and the top boat if less than 5.

18.2. The Press On Regardless Trophy will be awarded to the best overall performance in the PHRF Division.

18.3 The Shearwater Trophy will be awarded to the boat that in the judgement of the OA, has the best combined performance in this regatta and the PHRF circle in the August 3rd and 4th 2019 YRA LIS Championship.

19 DISCLAIMER 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 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 Co-chairs:

Past Commodore Nick Langone, The Storm Trysail Club

Past Commodore Ty Anderson, Riverside Yacht Club

Principal Race Officer: Ray Redniss

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

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

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” - Eatons Neck Point
I	R “40” Fl. R 6s - Porgy Shoal	U	C “E” - Eatons Neck Point
J	RN “40A” - Scotch Caps	V	G “11B” Fl. G 4s Gong - Eatons 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		
Z - Windward mark of the windward/leeward course, approximate range and bearing provided in the forward two columns of the course board.			

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.