



**INTERCOLLEGIATE OFFSHORE REGATTA**  
**October 12-13, 2013**  
**Organized by The Storm Trysail Foundation and**  
**Larchmont Yacht Club**

# Fleet Racing Sailing Instructions

1. **RULES:**
  - 1.1 The Regatta will be governed by the rules as defined in The Racing Rules of Sailing (2013-2016).
  - 1.2 Class rules relating to crew weight and the timing for extending sprits do not apply in this regatta. However sprits should only be extended in anticipation of setting the spinnaker and should be retracted as soon as possible after rounding the leeward mark.
2. **NOTICES TO COMPETITORS:** Notices to competitors will be posted on the Official Bulletin Board in the Pandemonium at the Larchmont Yacht Club.
3. **CHANGES TO THE SAILING INSTRUCTIONS:** Any change to the Sailing Instructions will be posted on the Official Bulletin Board by 0800 on the day it will take effect, except that any change in the schedule of races will be posted by 2000 on the day before it will take effect.
4. **SIGNALS MADE ASHORE:**
  - 4.1 Signals made ashore will be displayed on the main flagpole at Larchmont Yacht Club.
  - 4.2 In the event of a postponement (flag AP), "1 Minute" is replaced with "not less than 60 minutes" in race signal AP.
5. **SCHEDULE OF EVENTS/RACES:**
  - 5.1 It is the intention of the Race Committee to conduct as many races as practical in the prevailing conditions up to a maximum of seven races.
  - 5.2 Flag A displayed with no sound while boats are finishing means, "No more racing today". The Race Committee will also announce this on the regatta VHF channel.
  - 5.3 The completion of one race will constitute the series.
  - 5.4 The schedule of events/racing is as follows;

Fri., Oct 11	Sat., Oct. 12	Sun., Oct. 13
Registration 1700-1830	Registration 0800	First Warning 0930
	Skippers' Meeting 0900	No warning after 1400
	First Warning 1100	

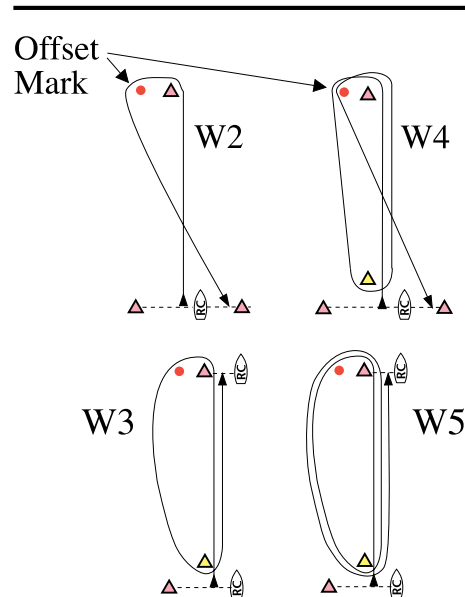
6. **CLASS FLAGS:**
  - 6.1 The Class Flag for each class will be the numeral pennant for the class number indicated on the scratch sheet.
  - 6.2 Each boat shall fly its class flag from the backstay.

7. **RACING AREA:** The racing area will be in western Long Island Sound to the south and east of Larchmont harbor. A chart of the area will be provided.

8. **THE COURSES:**
  - 8.1 The courses will be windward/leeward courses with an offset mark per the diagrams.
  - 8.2 The Race Committee will display the course for each class and the bearing and range to the windward mark. It will also announce this information on the regatta VHF channel.
  - 8.3 Course Diagrams: Shown to the right.
  - 8.4 The Race Committee may set a gate for the leeward mark.

9. **MARKS:**
  - 9.1 The start, finish and windward marks will be pink inflatable marks.
  - 9.2 In the event of a course change, the new mark will be a pink inflatable mark with a black band. In the event of a subsequent course change, an original mark will be used.
  - 9.3 The leeward mark or the gate marks will be yellow inflatable marks.
  - 9.4 The offset mark will be an orange ball set approximately 50 yards from the weather mark.

## Course Diagrams



10. THE START
- 10.1 Races will be started in accordance with RRS 26 with classes starting at five minute intervals if possible.
- 10.2 Classes will start in the order in which their class flags are displayed which MAY NOT be in numerical order. The Race Committee will announce the order of the starts on the regatta VHF channel.
- 10.3 The starting line will be between the course side of the starting mark and a staff displaying an orange flag on the committee boat.
- 10.4 Boats whose warning signal has not been made shall keep clear of boats starting.
- 10.5 In the event of a wind shift during the starting sequence, the Race Committee may, after a postponement and before starting another sequence, hoist Flag "C" with a series of short horn blasts. This will indicate a change in the direction of the first windward leg which will be posted on the signal boat. Classes starting after Flag "C" is flown in this manner will sail to a change mark (see SI 9.2) as their windward mark. The Race Committee will announce this change on the regatta VHF channel.
11. RECALLS:
- 11.1 The Race Committee will attempt to hail boats OCS on the regatta VHF channel.
- 11.2 The failure to hear such a hail and the order of the hail shall not be grounds for Redress. This changes RRS 62.
12. THE FINISH
- 12.1 The finish line will be between the course side of the finish mark and a staff on the committee boat displaying a yellow flag.
- 12.2 For courses W3 and W5, the finish line will be between the course side of the windward mark and a staff displaying a yellow flag on a nearby official boat.
13. TIME LIMIT: The time limit for the first boat in a class to sail the course and finish will be 90 minutes. Boats that do not finish within 15 minutes after the first boat in their class will be scored TLE. This changes RRS 35 and Appendix A.
14. SCORING:
- 14.1 Each boat's series score will be the total of her race scores.
- 14.2 Boats scored TLE (Time Limit Expired) will receive points equal to the number of boats that finished within the time limit plus two (2).
- 14.3 Overall series winners will be determined by the highest winning percentages of the class winners. Winning percentage is calculated by dividing a boat's high point score by the maximum number of points available (# of boats x number of races).
15. PENALTY SYSTEM:
- 15.1 The Scoring Penalty, RRS 44.3 will apply. The penalty will be two places.
- 15.2 Boats taking a scoring penalty shall notify the Race Committee by VHF at the completion of the race.
16. PROTESTS:
- 16.1 Boats intending to file a protest shall notify the Race Committee at the completion of the race and provide the sail number of the protested boat(s).
- 16.2 Protest forms are available at the LYC front desk. Completed protest forms shall be delivered to the protest desk located on the second floor of the Clubhouse within the protest time limit, which is one hour after the Race Committee signal boat docks. The protest time limit will be posted on the official bulletin board.
- 16.3 A list of protests delivered to the protest desk will be posted on the official bulletin board. Protests will be heard as soon as possible in the approximate order in which they are received.
- 16.4 On the last day of the regatta, the time limit for reopening a hearing or requesting redress is one hour after the decision is announced or the protest time limit, whichever is later. This changes RRS 62.2 and RRS 66.
17. ARBITRATION:
- 17.1 For protests involving a breach of a Part 2 rule of the RRS, a short arbitration meeting will be held prior to a protest hearing.
- 17.2 After a written protest is filed, one representative from each boat conforming to RRS 63.3(a) will meet with the arbitrator. No witnesses will be allowed.
- 17.3 A boat that accepts fault at arbitration shall receive a penalty of three places but in no case will a boat be scored worse than DNF.
- 17.4 Decisions accepted at arbitration cannot be appealed, reopened or be grounds for redress.
- 17.5 The arbitrator will not be a member of the jury that hears the protest but may observe the hearing and give testimony.
18. SAFETY REGULATIONS: Approved personal flotation shall be worn at all times while racing. This changes RRS 40.
19. CREW: The number of crew for a boat will be the same throughout the regatta. Individual crewmembers may be replaced for valid reasons. The Race Committee shall be notified of any such changes.
20. RADIO COMMUNICATIONS: The regatta VHF channel will be VHF channel 05A. Boats shall monitor this channel at all times while on the water. A hand held VHF radio as a back up is recommended.
21. SAIL SELECTION: Sail selection will normally be left up to the sailors (with the advice of the owner or owner's representative). However, the Race Committee reserves the right to dictate the size of the jibs that can be used and to prohibit the use of spinnakers. Announcements regarding sail restrictions will be made on the regatta VHF channel.
22. 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.

