

New England SOLO/TWIN  
June 20, 1986

## **RACE INFORMATION AND SAILING INSTRUCTIONS**

### **The Challenge...**

The SOLO/TWIN are competitions in the tradition of shorthanded sailing. The course will emphasize seamanship, navigation, and self-reliance more, and pure boat-speed less. Each participant's endurance, self-reliance, and courage will be challenged as it rarely can be in this modern age.

Because the completion of this race is a singular accomplishment, all who finish will be winners of the event.

### **Sponsorship**

The race is entirely organized and supported by amateur sailors who intend the race as non-profit sporting event. The race is sponsored by the Goat Island Yacht Club, Ltd.

The rules and sailing instructions are published by the race committee who reserve the right to amend or add to the rules at any time up to the start of the race, such amendments being immediately promulgated to all entrants. Additional instructions will, in any case, be issued by the committee at the skipper's meeting, attendance at which is required for all entrants.

### **Calendar**

June 9, 1986 - Close of Entries

June 13, 1986 - Final day for completing SOLO qualifying sail

June 19, 1986 - 10 am to 7 pm, Inspection of yachts & equipment  
                    - 8 pm, Skipper's Meeting

June 20, 1986 - 10 am to 7 pm, Starts.

June 21, 1986 - Finishes

June 21, 1986 - 7 pm: Dinner and awards presentation.

#### **Race Committee**

Steve Black

Larry Brumbach

Ron Dwelle

Danny Greene

Pete Hegeman

George Pike (Co-Chairman)

JoEllen Schneider

Francis Stokes (Co-Chairman)

and other members of the Goat Island Yacht Club

#### **Purpose of Race**

**SOLO/TWIN** is intended to encourage competition in the tradition of singlehanded and shorthanded sailing and passagemaking. While recognizing the inherent danger in the sport, the race is organized to promote and help develop techniques and equipment which will foster safe and seamanlike shorthanded sailing.

#### **Responsibility**

The decisions to enter, to start, and to continue racing are entirely the participant's. Every participant must recognize the risk inherent in such a venture and take full responsibility for the safety and well being of themselves, their vessels, and other people and vessels they may encounter during the event.

Participants are expected to be self sufficient and to be prepared to handle any emergencies that may occur without outside assistance.

By electing to participate, each participant agrees to indemnify and hold harmless the race committee, The Goat Island Yacht Club, its officers and members, and all affiliated parties from any loss or damage to his or her person or property.

The "Notice of Races" and "Equipment List," published separately, are considered part of these sailing instructions. A copy of these sailing instructions must be carried during the race.

#### **Description of Race**

The Course will be 110 miles, starting and finishing in Newport Harbor, off Goat Island. From the start, the course is northward, around Conanicut

Island, leaving the island to port; thence to Breton Reef Tower, leaving it to port; thence around Southwest Shoal buoy R2, three miles south of Nomans Land, leaving the buoy to starboard; thence around Block Island, leaving the island to starboard; thence to the finish line.

It is not the intention of the race committee to prescribe piloting or navigation techniques to the participants, but attention is directed to the many navigational hazards marked by government buoys along the course.

### **Awards**

Award presentations will be made at the dinner, Saturday, June 21, 7 pm, at Fort Adams State Park.

Placings will be determined by the order of crossing the finish line.

First, second, and third place awards will be made in each division. A participation award will be presented to all finishers who place after third.

Trophies will be awarded for the first Solo boat and for the first Twin boat across the finish line.

The race committee reserves the right to provide additional awards for exceptional seamanship or sportsmanship.

### **Check-In and Registration, Thursday June 19**

Each entrant must check-in with the race committee no later than 6 pm. Boats must be made available for inspection no later than 7 pm. Entrants are encouraged to contact the race committee as early as possible in the day.

The race committee will be on duty from 10 am, in Breton Cove, Fort Adams State Park. The committee will be monitoring VHF channel 72 for those arriving by boat--call "Solo/Twin Race Committee." Telephone messages may be left at the Museum of Yachting from 10 am to 4 pm: 847-1018.

Attendance at the skipper's meeting, 8 pm, is mandatory for all participants. Additional information on the start and finish will be provided at that meeting.



between 11 am and noon.

**Starting Rules.** Each yacht will be given a specific starting time (for example, 12:40 pm), before which she may not start. A yacht which starts prematurely must either return and start properly or be assessed a penalty of 30 minutes plus the amount of time she started early.

Each yacht must indicate that she is within 5 minutes of her scheduled start by hoisting her racing pennant (see "Pennant" following). USYRU racing rules will apply only between yachts that are properly flying their racing pennants.

**Official Time** for starting will be established by the following sequence of flags, flown from the race-committee boat or station. Sound signals will be used to draw attention to the flags, but the flags represent official times.

Flags will be raised precisely at 15-minute intervals, remaining hoisted for 14 minutes, and being lowered 60 seconds before the next flag is raised. Yachts should time their starts with respect to the flags.

#### **Sequence**

A white flag will be raised exactly ON THE HOUR (10 am; 11 am, etc.)

A blue flag will be raised exactly 15 MINUTES AFTER THE HOUR (10:15; 11:15, etc.)

A red flag will be raised exactly ON THE HALF HOUR (10:30; 11:30, etc.)

A yellow flag will be raised exactly 45 MINUTES AFTER THE HOUR (10:45; 11:45; etc.)

The committee will attempt to notify premature starters and to sound each individual start time by horn, but the responsibility to start correctly is entirely the competitors.

#### **During the Race**

**Pennant.** During the race, every yacht is required to fly a racing pennant (SOLO yachts: Numeral 1, red circle on white background. TWIN yachts: Numeral 2, white circle on blue background.) The pennant should be flown from the backstay approximately six feet from deck level. The pennant must be hoisted five minutes before the yacht's scheduled starting time

and flown throughout the race.

**Race Log.** Each entrant must keep a race log in which must be recorded:

- The time of rounding Southwest Shoal Buoy R2; the time abeam Block Island Southeast Light; and the time of finishing.
- The times and duration of engine operation.
- Any other information which the entrant deems pertinent.

If requested, entrants must surrender the race log to the race committee at the conclusion of the race. Any race logs thus surrendered will eventually be returned to the entrant.

**Reporting.** Competitors are required to attempt to make radio contact with other participants (VHF channel 72) at 0200, 0800, 1400, and 2000 hours during the race. The radio is to be monitored for 15 minutes at the aforementioned times. Approximate location and any other pertinent information should be exchanged once contact is made.

Approximately 30 minutes prior to finishing, each competitor should attempt to contact the race committee (VHF Channel 72).

Communication among participants should be made only on Channel 72, except in the case of emergencies. No participant may arrange contact with non-participants which would benefit them to the exclusion of other competitors.

Competitors who withdraw or otherwise fail to finish must notify the race committee or the Coast Guard at the earliest opportunity.

**Time Limit.** To qualify as a finisher, a yacht must cross the finish line within 48 hours of the first yacht to finish. The race committee will be on station at the finish line until 6 pm Saturday or until 6 hours after the first yacht finishes, whichever is sooner. After the race committee leaves the finish line, any yacht which then finishes must record her time and report it to the race committee at the earliest opportunity.

**Seamanship.** The race committee stresses that the spirit of this race is to complete a safe and seamanlike passage. The fact that a race event is being held does not condone unseamanlike conduct in maintaining a proper lookout or in conditions of fog, traffic, or fatigue.

# NES/T Equipment List

## June 19, 1986

All boats must be made available for inspection in Newport, Thursday, June 19, before 7 pm. The following items (from the required equipment list and ORC category 3) should be made readily available for examination by the inspector, who will be a member of the race committee or an individual designated by the race committee (including other entrants). Entrants must initial each item along with the inspector. Such initialing indicates that the item is onboard and will be carried throughout the race. Inspectors may ask entrants to demonstrate use of items.

<u>initials</u>	<u>item</u>
entrant inspector	
<u>✓</u> _____	1) VHF marine radio, with channel 72, checked for operation.
<u>✓</u> _____	2) Jack wires (or similar system) for attaching harness, so that crew can move from stern to forestay without detaching.
<u>✓</u> _____	3) Safety harness with suitable tether, at least one per crew.
<u>✓</u> _____	4) Suitable anchor(s) and cable(s).
<u>✓</u> _____	5) Soft-wood plugs of suitable size for emergency closure of through-hull fittings.
<u>✓</u> _____	6) Companionway blocking arrangements (washboards, hatchboards, etc.) capable of being secured in position with the hatch open or shut and secured to the yacht to prevent their being lost overboard.
<u>✓</u> _____	7) Life raft or unsinkable dinghy.
<u>✓</u> _____	8) USCG Approved Life Jacket, at least one per crew.
<u>✓</u> _____	9) Storm or heavy-weather jib (or other heavy-weather sail in a boat with no forestay).
<u>✓</u> _____	10) Suitable charts and piloting equipment.
<u>✓</u> _____	11) Visual distress signals: ____ 10 red meteor or parachute flares. ____ 2 orange smoke signals. ____ 3 white flares or independent spotlight/flashlight.
<u>✓</u> _____	12) Manual bilge pump.
<u>✓</u> _____	14) System for re-boarding, such as ladder, in place.
<u>✓</u> _____	15) Radar reflector, in place at least six feet above deck.
<u>✓</u> _____	The boat is generally in seaworthy condition, with all required equipment readily accessible, functioning properly, and of a type, size, and capacity suitable and adequate for the intended use and size of the yacht.

\_\_\_\_\_  
[signature of inspector]

\_\_\_\_\_  
[signature of entrant(s)]