



2011 New England SOLO/TWIN Championships

SAILING INSTRUCTIONS JULY 29 TO JULY 31, 2011

Organized by Newport Yacht Club and Goat Island Yacht Club, Ltd.
Newport, Rhode Island

Recommended Charts: 13205; 13218; 13223

1. Rules

The race is organized by Newport Yacht Club and Goat Island Yacht Club, Ltd. The race will be governed by the Racing Rules of Sailing (RRS) 2009-2012, the prescriptions of *USSailing* Racing Rules, the Rules of the Road (refer to Coast Guard COLREGS), the Notice of Race and these Sailing Instructions, including any additions, changes or amendments of any of the aforementioned.

2. Entries

Eligible yachts may be entered by completing registration with the organizing authority, New England SOLO/TWIN Championships, c/o Newport Yacht Club, 110 Long Wharf, Newport, RI 02840.

3. Notices to Competitors

Notices to competitors will be posted on the duty desk bulletin board at Newport Yacht Club.

4. Changes in Sailing Instructions/Skippers' Meeting

4.1 Additional sailing instructions or changes to the sailing instructions will be issued by the race committee at the Skippers' Meeting.

4.2 The Skippers' Meeting will be held at Newport Yacht Club at 0900 hours on Friday, July 24. ALL competitors (co-entrants) are required to attend the Skippers' Meeting.

5. Schedule of Race

5.1 The Warning Signal for the first class will be at 1150 hours on Friday, July 30.

5.2 Scratch sheets with lists of classes, code flag designations for each class, and class starting times will be distributed at the Skippers' Meeting.

6. The Courses

6.1 Classes in each division will sail one of the following four courses. The courses shown will correspond to an alpha International Code Flag, which may be hoisted with and below the Class Code Flag (alternatively the courses may be announced at the Skipper's Meeting and by Race Committee at the class warning.

6.2 The courses for this race shall be as follows:

COURSE A (code flag Alpha): from the start the course is southward, leaving Cerberus Shoal G "9" Fl G 4 sec Gong (5.4 NM south of Wilderness Point, Fishers Island) to port; thence to RW "A" Mo(A) Whistle 8 NM southeast of Southeast Point, Block Island), leaving it to port; thence to R "2" Fl R 4 sec Whistle (3.0 NM south of Nomans Land), leaving it to port; thence to R "2" Fl R 4 sec Whistle (2.4 NM south of Point Judith), leaving it to starboard; thence to the finishing line. Distance: 126.2 NM.

COURSE B (code flag Bravo): from the start the course is southward, leaving R "4" Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735 at LAT 41°08.7N, LON 71°37.4W*) to port; thence to R "2" Fl R 4 sec Whistle (3.0 NM south of Nomans Land), leaving to port; thence leaving RW "NB" Fl 4s MO(A) WHIS RACON (4.25 nm southwest of Brenton Point) to starboard; thence to the finishing line. Distance: 94.1 NM.

COURSE C (code flag Charlie): from the start the course is southward, leaving R "4" Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735 at LAT 41°08.7N, LON 71°37.4W*) to port; thence to the Buzzards Bay Light Tower (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON and is at LAT 41°23.8N,*

LON 71°02.00W), leaving it to port; thence to RW “NB” Fl 4s MO(A) WHIS RACON (4.25 NM southwest of Brenton Point), leaving it to starboard; thence to the finishing line. Distance: 77.2 NM.

COURSE D (code flag Delta): from the start the course is southward, leaving G “1BI” Fl G 4 sec Bell (1.5 NM north of Sandy Point, Block Island) to port; thence to the Buzzards Bay Light Tower (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON and is at LAT 41°23.8N, LON 71°02.00W*), leaving it to port; thence to “NB” Fl 4s MO(A) WHIS RACON (4.25 NM southwest of Brenton Point), leaving it to starboard; thence to the finishing line. Distance: 64.9 NM.

6.3 Based on wind and/or weather conditions and forecasts, the Race Committee reserves the right to reverse the direction of the courses described in Paragraph 6.2. Should this decision be made, the courses shall be as follows, and shall be signified by the use of International Code Flag “R” along with the alpha International Code Flag:

REVERSE COURSE A (Romeo plus Alpha): from the start the course is southward, leaving R “2” Fl R 4 sec Whistle (2.4 NM south of Point Judith), leaving it to port; thence to R “2” Fl R 4 sec Whistle (3.0 NM south of Nomans Land), leaving it to starboard; thence to RW “A” Mo(A) Whistle 8 NM southeast of Southeast Point, Block Island), leaving it to starboard; thence to Cerberus Shoal G “9” Fl G 4 sec Gong (5.4 NM south of Wilderness Point, Fishers Island) to starboard; thence to the finishing line. Distance: 126.2 NM.

REVERSE COURSE B (Romeo plus Bravo): from the start the course is southward, leaving “NB” Fl 4s MO(A) WHIS RACON (4.25 NM southwest of Brenton Point) to port; thence to R “2” Fl R 4 sec Whistle (3.0 NM south of Nomans Land), leaving it to starboard; thence to R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735 at LAT 41°08.7N, LON 71°37.4W*) leaving it to starboard; thence to the finishing line. Distance: 94.1 NM.

REVERSE COURSE C (Romeo plus Charlie): from the start the course is southward, leaving “NB” Fl 4s MO(A) WHIS RACON (4.25 NM southwest of Brenton Point) to port; thence to the Buzzards Bay Light Tower (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON and is at LAT 41°23.8N, LON 71°02.00W*), leaving it to starboard; thence to R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735 at LAT 41°08.7N, LON 71°37.4W*), leaving it to starboard; thence to the finishing line. Distance: 77.2 NM.

REVERSE COURSE D (Romeo plus Delta): from the start the course is southward, leaving “NB” Fl 4s MO(A) WHIS RACON (4.25 NM southwest of Brenton Point) to port; thence to the Buzzards Bay Light Tower (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON and is at LAT 41°23.8N, LON 71°02.00W*), leaving it to starboard; thence to G “1BI” Fl G 4 sec Bell (1.5 NM north of Sandy Point, Block Island), leaving it to starboard; thence to the finishing line. Distance: 64.9 NM.

7. The Start

7.1 The starting line is between an orange flag on the race committee boat at the starboard end of the line and an orange inflatable marker buoy, in vicinity west of Goat Island.

7.2 Races will be started in accordance with RRS Racing Rule 26 with the warning signal given 10 minutes before the start.

7.3 The Starting Signal will be the Warning for the next class to start, and will be signified by the raising of the appropriate Class Code Flag (and its Course Code Flag or announced on VHF 72).

7.4 A yacht who’s Warning Signal has not been made shall keep clear of the starting area and of all yachts whose Warning Signal has been made.

7.5 One end of the Starting line will be the committee boat which may have an orange buoy attached to its stern by a line (keep off buoy). The orange buoy and its attachment line are parts of the mark.

8. Recalls

8.1 Individual Recalls will be signaled by International Code Flag “X” and a sound signal for yachts over early. The Race Committee will *attempt* to notify each yacht recalled via VHF on Channel 72. However, it is each yacht’s individual responsibility to start correctly. See RRS 29.1.

8.2 General Recall will be signaled by International Code Flag “First Substitute”, accompanied by two sound signals, and indicates that the class is recalled for a new start. **When a General Recall has been signaled, starts for succeeding classes will be postponed accordingly.** See RRS 29.2.

9. Postponements

Postponement will be indicated by International Code Flag “AP” (Answering Pennant) accompanied by two sound signals. Postponements will be for an indefinite number of five-minute periods. One minute after the lowering of International Code Flag “AP”, which will be accompanied by one long sound signal, the Warning Signal will be made.

10. Race Log/Acknowledgment of Proper Course Completion

10.1 Each entrant must keep a complete and legible Race Log, which is provided with these sailing instructions. In this Race Log, the following must be recorded:

- The rounding time of each mark of the yacht’s course;
- The time of the yacht’s finish;
- Radio contact with SOLO/TWIN Race Committee or, in lieu of establishing contact, with any competitor in the fleet, to report each mark rounding;
- Times and duration of engine operation;
- Any other information which the entrant deems pertinent.

10.2 Each entrant must sign and surrender his/her Race Log/Acknowledgment of Proper Course Completion (included with these Sailing Instructions) to the duty desk at Newport Yacht Club by 0900 hours on Saturday OR within two hours of the yacht’s finish, *whichever time is later*. The Race Log/Acknowledgment sheet must be signed by the skippers of SH yachts and by BOTH co-entrants of DH yachts. *If the completed Race Log/Acknowledgment sheet is not received by the yacht’s deadline, the entrant will be scored as DNF.*

10.3 Entrants are not required (**but are requested**) to contact the race committee with their finish times (shortly after finishing). Skippers are solely responsible for taking their own finishes and turning in their Race Logs. The finish time on the Race Log is the official finish time.

11. Reporting

11.1 Each competitor is required to attempt to make radio or cell phone contact with a member of the SOLO/TWIN race committee or fellow competitor (VHF channel 72) within 15 minutes *before or after* each mark rounding, reporting which mark of the course the vessel is rounding. A cell phone may be used, if there is no response to the VHF hail, to call the Newport Yacht Club 401-846-9410 (select 6 for the Solo/Twin Race Desk) and if busy leave a voice message. At all other times, competitors are encouraged to monitor VHF channel 16 as well as 72.

11.2 Each competitor should also *attempt* to contact the race committee when they are approximately 30 minutes from their finish. SOLO/TWIN Race Committee members at the duty desk at Newport Yacht Club and in fixed positions around the course will be monitoring VHF channel 72 for the duration of the race.

11.3 If competitors wish to engage in “chats,” it is requested that they switch off to another channel and keep VHF Channel 72 free for reporting purposes.

12. Withdrawal

In the event a vessel withdraws from the race, for whatever reason, the skipper must notify the Race Committee on VHF channel 72 or via phone immediately. If the need warrants it, this message may be conveyed by a competitor to the Race Committee.

13. The Finish

13.1 The finishing line will be at a magnetic bearing of 300° from Castle Hill Lighthouse (Rams Head), E INT R 6 sec.

13.2 Each yacht will be considered to have completed the course and crossed the finish line when Castle Hill Lighthouse bears 120° magnetic. Each yacht shall take note of her finishing time and enter that time into the vessel’s Race Log.

14. Time Limit

There will be no time limit for these races.

15. Scoring

15.1 Ratings will be applied TIME-ON-TIME to determined finish positions for all Monohull and Multihull classes.

15.2 Monohull ratings will be based on PHRF-Narragansett Bay 2011 ratings; spinnaker ratings will apply to spinnaker classes, and non-spinnaker ratings will apply to cruising canvas classes. 2011 performance handicaps of the New England Multihull Association (NEMA) will apply for the multihulls.

16. Protests/Prizes

16.1 Protests shall be submitted on standard protest forms (available at Newport Yacht Club) and filed with a race official at the event duty desk in accordance with Part 5 - Protests, Redress, Hearings, Misconduct and Appeals, Sections A and B of the RRS Racing Rules of Sailing. Protests must be received by 1000 hours on Saturday, July 26 or within three hours of the protesting yacht's finish whichever time is later. Protests will be heard in the approximate order of their receipt. Decisions of the jury will be final, in accordance with RRS Rule 64.1.

16.2 Prizes will be awarded to each yacht placing first, second and third in each class.

17. Radio Communication

17.1 All communication with the SOLO/TWIN Race Committee shall be over VHF channel 72 or cell phone (after start sequence only).

17.2 Newport Yacht Club will be the central headquarters for the regatta, with monitoring of radio communications via VHF channel 72 and the telephone (401-846-9410, select 6, Solo/Twin Race Desk). It is recommended that each yacht report their position via VHF channel 72 so that other yachts will hear their reports. If unable to contact the Solo/Twin Race Committee via VHF (please try several times), then you are welcome to use a cell phone to report your yacht's position.

18. Safety/Engines

18.1 Engines may be used to charge batteries, to render assistance to another entrant, and to avoid loss of or potential damage to your vessel but they may not be used to further a vessel's position. Notification of any engine use must be recorded in the vessel's Race Log.

18.2 A safety harness must be worn and attached to the yacht from the time the yacht leaves the dock or mooring before the start, until it is secured after finishing, except when crew members are below decks.

19. Sail Limitations

19.1 A yacht sailing in a non-spinnaker (cruising canvas) class may use only one headsail at a time, except briefly during a headsail change. Any headsail in use must be affixed to the headstay for the entire length of its luff. A yacht may, however, also use a single working forestaysail, provided that sail is a part of that yacht's normal sail configuration.

21. Seamanship

The SOLO/TWIN Event Organizers and Race Committee stress 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.

21. Movable Ballast

Yachts rated on their PHRF certificate with movable ballast (water or canting keels) shall comply with ISAF Special Regulations, Appendix K (Movable and Variable Ballast). Yachts will sail in full compliance with RRS 51 except RRS 51 is modified to allow the moving of the declared water ballast or canting keel ballast ONLY. All other movable ballast as defined in RRS 51 shall be subject to that rule. This changes RRS 51.