



SAILING INSTRUCTIONS

FOR THE FIFTY-SEVENTH

VALEUR-JENSEN STAMFORD DENMARK RACE

SUNDAY, SEPTEMBER 10, 2023

Sponsored by: Stamford Yacht Club, Royal Danish Yacht Club, Stamford Sail and Power Squadron
& Consulate General of Denmark

[NP] The notation “[NP]” in a *rule* means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)
[DP] The notation “[DP]” in a *rule* means that the penalty for a breach of the *rule* may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1 Races will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The following rules are changed:
 - rules 26, 29.1, and 60.1(b), see SI 3, SI 11 and SI 12
 - rule 30.1, see SI 11.4
 - rule 44.1, and 64.1 see SI 14
 - rule 35, A5.1, and A5.2, see SI 15
 - rule 63.3(a), see SI 17
 - rule 64.2, see SI 14
 - Appendix T1(b), see SI 17
- 1.3 [NP] Each participating boat is required to fly from its starboard rigging the flag of Denmark or another red and white flag other than numeral pennant 4.

2. CHANGES IN SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted on the ONB and e-mailed to the fleet no later than 0800 on the day of the race, except changes in schedule will be posted no later than 1800 Saturday, September 9th. All pre-race communications will be electronic.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 The Official Notice Board (“ONB”) will be the YS page https://www.yachtscoring.com/notice_board_summary.cfm Notices to Competitors posted on the ONB may also be emailed to the competitor’s email address provided on their entry form.
- 3.2 The race committee will make broadcasts on VHF channel 05A for communications to competitors before or during racing. The timing, order of the broadcast, or the failure of competitors to hear the broadcast, will not be grounds for redress. This changes rules 29.1 and 60.1 (b).
- 3.3 RRS 41, OUTSIDE HELP, is changed by adding: (e) Help in the form of information freely available to all boats even if that information is only accessible at a cost. "At a cost" help shall not include private forecast or tactical advice, or information customized for a particular boat or group of boats and/or her/their situation.

4. SIGNALS MADE ASHORE

Signals made ashore will be flown from the Signal Vessel while at the SYC dock and broadcast over VHF 05A.

5. SCHEDULE OF RACE

There will be one race the first signal for which will be made at 1020.

6. CLASS FLAGS

6.1 Each boat intending to race shall display her class numeral pennant from her backstay. Classes are designated on the Scratch Sheet posted on the ONB. Multihulls need not fly a class flag.

7. THE RACING AREA

7.1 The racing area will be the waters of Long Island Sound southerly of Stamford and Greenwich.

7.2 Before the first scheduled start, boats shall rendezvous with the Signal Vessel at a point approximately half-way between Bell R"32" ("The Cows") and Red Bell "32A" (Mid-Sound.)

8. THE COURSES

8.1 Each class shall be assigned to either Course "I" or Course "II" as designated on the Scratch Sheets. Courses shall be signaled prior to the Prep Flag ("P") on the Course Board as illustrated in 9.2. The Course Board will display the identification and order of each turning mark to be rounded.

8.2 Marks shall be rounded in the order signaled and so that the rhumbline leaving a rounding mark shall not cross the rhumbline approaching that mark. Where rhumbines are reciprocal, the mark being rounded is to be left on the same side as the preceding mark.

8.3 The RC may announce over VHF 05A the rounding marks and the side to which they are to be left.

9. THE MARKS

9.1 **A** = Bell "1" (Greenwich) **C** = Nun "34" **J** = R Bell "32A" **g** = G Gong "1" (Stamford) **H** = R Bell "32"
L = G Gong "15" **O** = G Bell "17" **P** = G Can "19" **E** = G/R Can "E" **F** = Finish Mark
1 = Yellow (Windward Mark Course I) **2** = Orange (Windward Mark Course II)

9.2 A set Windward Mark may be signaled as the *first mark* of the course. If signaled, the direction and distance to it will be indicated by the degrees magnetic followed by the distance in nautical miles on the top row of the Course Board. The windward mark will be a yellow (Course 1)/ orange (Course 2) tetrahedron. If a Windward Mark is not being set, the First Mark of the course will appear on the top line of the Course Board.

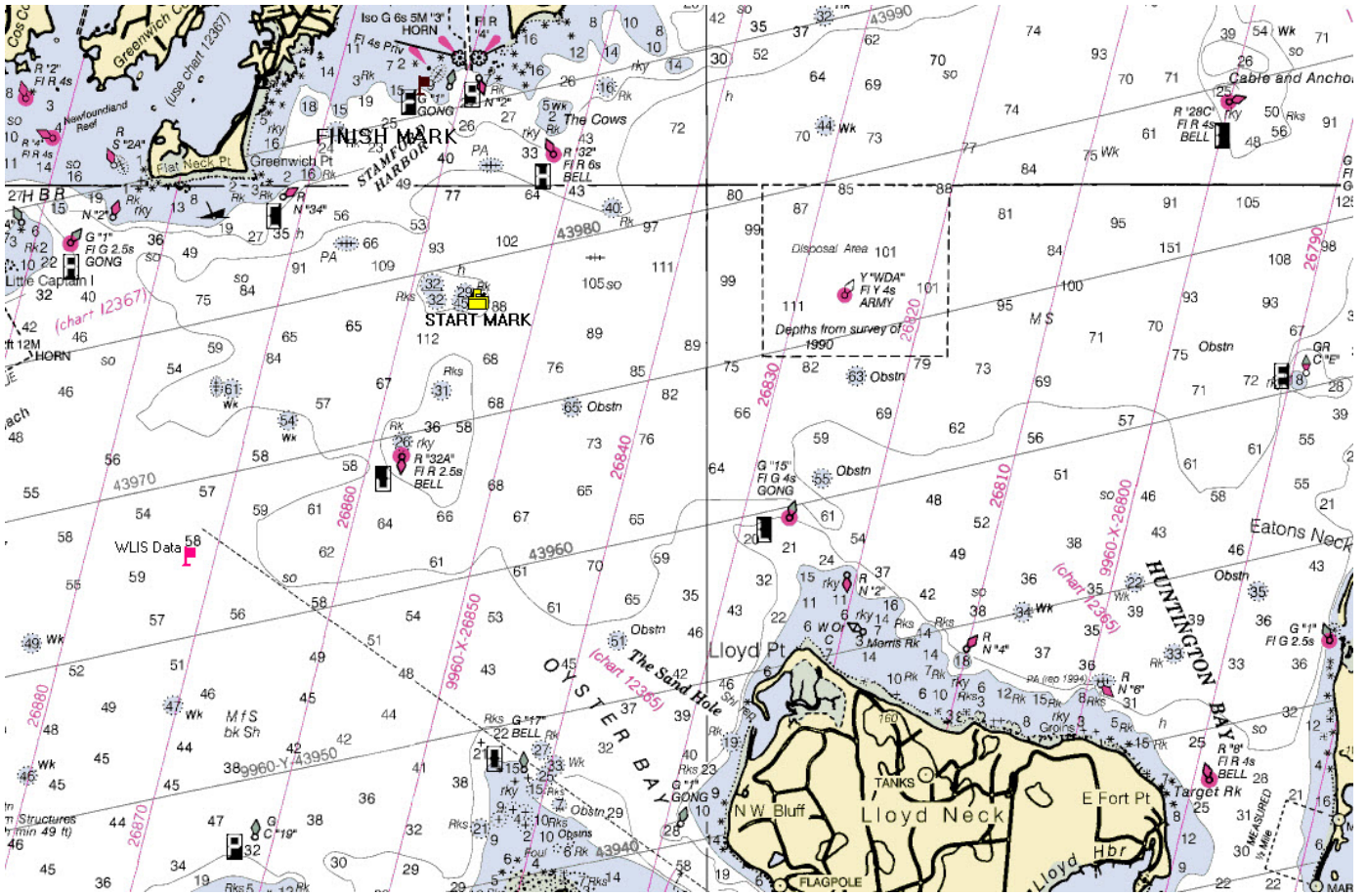
For Example:

240-1.3
LOACH

P
LOACH

9.3 Unless designated as a mark of the course, Red Bell"32"(H) must be passed on the channel side. Other government marks may be disregarded at the discretion of the skipper.

9.4 The following chart is intended to illustrate the general location of the marks of the course. It is included as a courtesy only. It is not intended to be used for navigation.



10. [NP] CHECK-IN

Before its class start, and without interfering with the start of a prior class, each boat shall approach the stern of the Signal Vessel and declare her intention to sail. **Boats shall NOT check in by radio.**

11. THE START

- 11.1 The starting area ("S") shall be in the vicinity of 40° 59.000' N / 073° 32.210' W. The Start line shall be between a staff flying an orange flag on Race Committee Boat on the starboard end and a temporary start mark on the port end. The Race Committee may deploy an orange "keep-away" ball. If deployed, this ball shall be considered an integral part of the Committee Boat.
- 11.2 Starting signals shall be in accordance with Rule 26 with the following modification:
5 minutes before the Warning signal for the first class to start, Code Flag F will be displayed with one sound. One minute before the Warning for the first class to start, Code Flag "F" will be removed without sound. It is intended that classes will start at 10-minute intervals.
- 11.3 It is intended that there will be a gap of 5 minutes between start of the last class on Course I and the warning for the first class of Course II.
- 11.4 [NP] After the first warning signal of the day, Rule 30.1, the "around the ends rule", **shall be in effect** without the Race Committee having to fly code flag "I". ***This modifies Rule 30.1.***
- 11.5 [NP] A boat shall not start later than 15 minutes after her starting signal.

12. RECALLS

- 12.1 In the event of an Individual Recall, infringing boat(s) may be recalled by name or sail number over VHF channel 05A. Failure of an OCS boat to hear a recall announcement or the timing or order of such announcement shall not be grounds for redress. This changes rule 29.1 and 60.1(b).

- 12.2 In the event of a General Recall, same will be announced over VHF 05A. Failure of a boat to hear the recall announcement shall not be grounds for redress. This changes rule 29.2 and 60.1(b).

13. THE FINISH

- 13.1 The finish line will be between a staff flying a yellow flag on a Race Committee Vessel and mark "F," a temporary mark to be set approximately 0.25 NM southwesterly of "G" Gong "1," except as may be modified by 13.2.
- 13.2 The race may be shortened at any mark of the course. If the race is intended to be shortened for one or more classes, but not all, that or those class' code flag(s) will be displayed below code flag "S." The committee boat may be stationed on either side of the finish mark. All boats shall finish in a direction from the previous turning mark.
- 13.3 At the finish, each boat is responsible for making sure the RC has established positive identification. All boats shall record their finish time as accurately as possible and shall also record their position by noting the sail numbers and/or names of the boat finishing before and after her.
- 13.4 Do not approach or hail the Finish Boat, except to report the intent to file a protest.

14. PENALTY SYSTEMS

- 14.1 Rule 44.1 is changed in that a boat may take a one turn penalty when she may have broken one of more rules of Part 2 in an incident while racing. However, if a boat breaks a rule of Part 2 within the zone of any rounding or finishing marks, her penalty shall be a Two-Turns Penalty in compliance with rule 44.2.
- 14.2 [DP] Penalties for breaches of non-Part 2 rules may be less than DSQ if the protest committee so decides. This changes rule 64.2.

15. TIME LIMIT

- 15.1 The time limit for all classes is 1600, or 30 minutes from the finish time of the *first finisher* of each class (time limit extension period), provided that first finisher finishes between 1530 and 1600. Extension of time shall be rounded to the next full minute.
- 15.2 All boats finishing within the time limit extension period shall be scored.
- 15.3 Any or all time limit extension period(s) shall be broadcast over VHF channel 05A.
- 15.4 Any boat not finished by the time limit, or any extension thereof, shall be scored TLE and receive points equal to the number of boats that finished within the time limit, or any extension thereof, plus two (2) but in no case will a boat be scored worse than DNF. This changes RRS 35 and Appendix A5.2.

15.3A A boat withdrawing from the race must report to the RC, either in person or over channel 05A, as soon as practicable and wait for acknowledgement.

16. PROTESTS & REQUESTS FOR REDRESS

- 16.1 A boat intending to file a protest shall so inform the FINISH BOAT immediately after finishing or withdrawing.
- 16.2 Protests must be lodged no later than 60 minutes after finishing at the intended FINISH immediately southerly of Stamford Harbor or, in the case of a shortened course, 90 minutes after finishing at that mark of the course. Protests can be recorded using the U.S. Sailing Protest form provided on Yacht Scoring under "General Race Management Forms" which shall be emailed to sailingdirector@stamfordyc.com or by using a paper form which shall be timestamped at the SYC Front Desk. Either form must be meet the above time requirements to be valid.
- 16.3 It is intended that all protests be arbitrated pursuant to Appendix T. See SI 17.

- 16.4 Protests involving a potential class winner will be heard on the day of the race as soon as practicable after the involved parties have finished. The Race Committee will endeavor to announce over VHF channel 05 and on Yacht Scoring those protests intended to be heard and at what time. Protest hearings involving potential trophy winners are intended to begin immediately after the filing deadline and will be held in the Commodore's Room at SYC. Protests involving boats other than potential trophy winners may be heard thereafter, or at an alternate day and time.

17. ARBITRATION

- 17.1 Arbitration will be held in accordance with Appendix T.
- 17.2 One representative from each boat will meet with an arbitrator unless the protestor requests that the protest be withdrawn.
- 17.3 The arbitrator will not be a member of the protest committee that may hear the protest.
- 17.4 The parties to a protest will state their cases to an arbitrator; the arbitrator will discuss the issues with each party and, upon evaluating the statements made, offer an opinion as to the likely outcome of a hearing. Should all parties to the protest accept the opinion, the boat accepting the arbitrator's opinion that she broke a Rule of Part 2 of the rules shall receive a scoring penalty of 20% of the number of boats starting in her class (rounding .5 upward) to her actual finish position and no hearing will take place. If, after arbitration, a hearing is held, the arbitrator shall not participate as a member of the jury but may offer testimony. This changes RRS 63.3(a) and Appendix T1(b),

18. SCORING & PRIZES

- 18.1 Scoring will be done using YRALIS PHRF rating with Time-on-Time correction factor of $650 / (550 + \text{PHRF}) \times \text{Elapsed Time}$.
- 18.2 The awards ceremony is scheduled for 1730 but may be held earlier if the results are final. Trophies are awarded subject to verification and protests.

19. SAFETY AND RESPONSIBILITY

- 19.1 A boat withdrawing is required to immediately notify the RC via VHF Channel 05A.
- 19.2 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.