



2019 SAILING INSTRUCTIONS

1 RULES

The regatta will be governed by the rules as defined in:

- 1.1 the Racing Rules of Sailing (RRS).
- 1.2 The US SAILING Prescriptions APPENDIX V - Alternative Penalties shall apply.
- 1.3 The US SAILING Prescription to RRS 63.2 Time and Place of Hearings shall not apply.
- 1.4 Junior yachts shall comply with the provisions of NoR Addendum A.
- 1.5 This shall be a level 2B regatta for the J/105 Class. Class rule 7.1 – Maximum Crew Weight shall not apply.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Can One page of [Yacht Scoring](https://yachtscoring.com/emenu.cfm?eID=7359):
<https://yachtscoring.com/emenu.cfm?eID=7359>.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs will be posted before 1700 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. Changes will be posted on the [Yacht Scoring](https://yachtscoring.com) website and an e-mail notice will be sent out to all registered competitors calling attention to the change.

4 SCHEDULE OF RACES

4.1 The series will consist of races on the following dates:

May:	9	16	23	30	
June:	6	13	20	27	
July:	*4	11	18	25	
August:	1	8	15	22	29
September:	5	12			

- 4.2 Only one race is scheduled per evening. One race shall constitute a series.
- 4.3 The first warning signal is scheduled for 1900 on each race day.
- 4.4 July 4 will be the Can One Distance Race which is open to all competitors and will not count towards series trophies. The first warning signal is scheduled for 1455. Details for the distance race are provided in Appendix B.

5 CLASSES AND CLASS FLAGS

- 5.1 Scratch Sheets listing each boat by its class and starting order will be available on line at the Can One page of [Yacht Scoring](#), no later than 1900 Wednesday, May 9.
- 5.2 Each yacht shall display the numerical pennant assigned to her Class from her backstay or, in the absence of a backstay from her stern rail, from the time of her warning signal until she has finished the race or retired.

6 RACING AREA

Racing will be conducted in the area depicted by the Marks Chart included as Appendix A1 to these SIs.

7 COURSES

- 7.1 Marks shall be rounded in the order signaled and left to port. If a green placard is displayed on the course board, all marks shall be left to starboard.
- 7.2 The numeral 2 at the end of the course letters indicates that the course is to be sailed twice around, including passing through the starting line at the conclusion of the first lap.
- 7.3 Sample Course Board

1 2 3	4 5 6 7	Classes
H	D	First Mark
F	E	Second Mark
G	F	Third Mark (then to finish line)
2	2	Twice Around
		All marks rounded to Starboard

- 7.4 If the race committee changes the course following a postponement during a starting sequence, flag C will be displayed with short repeated sounds prior to the warning signal. This changes RRS 33.

8 MARKS

Marks are either government buoys or inflatable marks as described below

A	Can "1" 0.8 nm North of Execution Rocks
B	Bell "23" 0.8 nm East of Execution Rocks
C	Gong "1" 0.2 nm East of Hart Island
D	Fl. G "25" 0.4 nm of Northwest of Sands Point
E	Gong "27" Gangway Rock

F	Fl. R "2" 1.5 nm North of Execution Rocks
G	Can "1" 0.5 nm Northeast of Larchmont Breakwater
H	Fl. G "29" 0.2 nm North of Hewlett Point
J	Fl. R "2" 0.1 nm North of Huckleberry Island
K	Fl. R "42" 1.0 nm SSW of Peningo Neck flagpole, (American YC)
M	Fl. G "21" Matinicock Point
N	Can "1" Weeks Point
P	Inflatable mark located approximately 0.8 nm at a bearing of 080° from Mark A
R	Inflatable mark, located approximately 0.7 nm at a bearing of 260° from Mark A
S	Inflatable mark, when used as the starting mark
U	Fl. Y "A" UConn Execution Rocks Weather Buoy
W	Inflatable mark located approximately 1 nm to windward of the starting line

9 THE START

- 9.1 The starting area will be in the vicinity of Mark A. Unless otherwise announced by the race committee, Mark A will be the starting mark. When an alternate starting mark is used, the race committee shall announce the approximate location of the start over the designated VHF channel at least 15 minutes prior to the first warning signal.
- 9.2 The starting line will be between a staff displaying an orange flag on the race committee signal vessel and the course side of the starting mark.
- 9.3 At the discretion of the race committee, classes may be combined. The race committee will display the flags for classes to be started together at their respective warning signals.
- 9.4 Prior to the start, each yacht shall come by the stern of the signal vessel to check in by stating her name and sail number. Check in by VHF radio is not permitted and will not be acknowledged.
- 9.5 Five minutes before the first scheduled warning signal, the race committee will display code flag F. F will be removed with a sound signal one minute before the warning for the first start. This changes RRS 26.
- 9.6 The race committee will attempt to identify recalled yachts and to broadcast their sail numbers on the designated VHF channel. Failure of a yacht to see or hear her recall notification, and the timing and order of such hail, shall not be grounds for redress.
- 9.7 Yachts whose warning signal has not been made shall keep clear of the starting area.
- 9.8 A yacht that starts later than 10 minutes after her starting signal will be scored DNS, without a hearing. This changes RRS A4 and A5.

10 THE FINISH

- 10.1 The finish line will be between a staff displaying an orange flag on a race committee signal vessel and the course side of the finish mark. Unless the course is shortened, the finish mark shall be the starting mark.

- 10.2 Yachts are advised to identify themselves as they approach the finish line by hailing the race committee on the designated VHF channel. Please note that the race committee may not respond to such hails. In addition, yachts are requested to illuminate the numbers on their mainsails when finishing after dark. Making a note of yachts crossing the line ahead of you and behind you may be useful to you and/or other competitors in the event of discrepancies.

11 TIME LIMIT

The time limit for the first yacht to sail the course and finish in each class shall be 90 minutes. Yachts failing to finish within 30 minutes after the first boat in the class sails the course and finishes will be scored "Time Limit Expired" (TLE) without a hearing. This changes RRS 35, A4 & A5

12 SCORING

- 12.1 Scoring will be done using PHRF Time on Time computation (Appendix C).
- 12.2 Races will be scored based on the high point scoring system. The winner of a race will receive points equal to the total number of competitors who checked in or attempted to start. Second place receives one less and so on.
- 12.3 Boats scored TLE, Time Limit Expired, will be scored 1 point less than the last boat to finish. Boats that compete in a race but do not finish, including any that finish and thereafter retire or are disqualified, will score 0 points. Boats that do not compete in that race (DNC) will not be scored. The winner of the day will have the greatest number of points. This changes RRS A2.
- 12.4 In order to qualify for a series trophy, a yacht must participate in at least fifty percent of the qualifying races for her Class rounded up if an odd number of races is sailed (the Qualifying Number). Races abandoned after the start shall count as a qualifying races.
- 12.5 If a yacht's crew serves on the race committee her qualifying number shall be reduced by one from her class's Qualifying Number. Race Committee service shall be defined as the participation by three or more people capable of helping the PRO.
- 12.6 Sections 12.4 and 12.5 notwithstanding, no yacht shall qualify without completing six scored races.
- 12.7 A yacht's performance in the Can One Distance Race shall not contribute to season qualification or scoring.
- 12.8 The series performance for a yacht that qualifies under SI 12.4 shall be calculated using the scores from her best n races, where n is equal to the Qualifying Number for her Class. A yacht that participates in n-1 races but qualifies under SI 12.5, or qualifies with less than n scored races as a result of abandonments shall have her series performance calculated using the scores from all of her races.
- 12.9 The series score for each yacht will be a percentage calculated as follows: the sum of her race scores in each of her qualifying races as determined by SI 12.4, 12.5 and 12.7 shall be divided by the sum of the points she would have scored if she had placed first in each of her qualifying races. The qualified yacht with the highest series score is the winner, and others are ranked accordingly.

- 12.10 Ties and Other Rules: Race ties will be handled using RRS A7. Series ties will be broken using RRS A8.1. RRS A1, A3, A5, A6, A10 and A11 also apply

13 WITHDRAWAL

Any yacht withdrawing before the start or retiring from a race shall notify the RC at the earliest possible opportunity on the designated VHF channel.

14 PROTESTS AND REQUESTS FOR REDRESS:

- 14.1 Immediately after finishing, a boat intending to protest or request redress shall report her intention to the race committee on the designated channel.
- 14.2 Immediately after finishing, a yacht that accepted a one-turn penalty shall contact the race committee on the designated VHF channel to provide its sail number as well as the sail number of the protesting yacht. This changes US Prescriptions Appendix V1.
- 14.3 Protests and Requests for Redress shall be filed on standard US SAILING protest forms. Protest forms are available online at [Yacht Scoring](#).
- 14.4 Protests must be filed at the Huguenot Yacht Club within 1½ hours after the last yacht has finished. A yacht that is unable to deliver its protest at the Huguenot Yacht Club within the time limit may confirm its intent to lodge a protest by sending an email to C1RaceCommittee@gmail.com. The email shall be sent within one hour of the finish time of the protesting yacht and shall include the names and sail numbers of the protesting and protested yachts, any rule the protestor believes was broken, the name and contact information for the yacht's representative, and the representatives expected time of arrival at Huguenot Yacht Club. If the representative is unable to arrive at Huguenot Yacht Club in time for a protest hearing, that hearing shall be held following the next week's scheduled race. Similarly, a yacht that has been protested but is unable to arrive at Huguenot Yacht Club in time for a protest hearing may request a delay of the hearing to following the next week's scheduled race by sending an email to C1RaceCommittee@gmail.com within one hour of her finish time. The email shall include the names and sail numbers of the protesting and protested yachts and the name and contact information for the yacht's representative. This changes RRS 61.3.
- 14.5 All protests will be heard in the open to make the protest hearing a learning experience for all sailors present. This modifies RRS 63.3(a). Protest hearings will take place at Huguenot Yacht Club immediately after the race.
- 14.6 A protest against a yacht whose representative is not present within 1½ hours after the last yacht has finished, and has not requested a delay pursuant to SI 15.5, may be heard without representation from the protested yacht as provided in RRS 63.3(b).
- 14.7 It is the responsibility of the parties to ensure that their witnesses are available when called to testify. If witnesses are not in the vicinity of the jury desk when called, they may not be heard.
- 14.8 Only the Race Committee may protest a yacht under SI 5.2. This is an addition to rule 60.2.

15 RADIO COMMUNICATION

- 15.1 The designated channel for race committee communication shall be VHF channel 71. All competitors shall monitor this channel for updates from the Race Committee while racing. All competitors are further encouraged to monitor this channel prior to departing their home port, and while returning to their homeport.
- 15.2 Each yacht shall carry a radio capable of transmitting and receiving the designated VHF channel.
- 15.3 Except in an emergency or as otherwise specified in these SIs, a yacht shall neither make nor receive radio communications not available to all yachts while racing.

16 RESPONSIBILITY

All those taking part in COERA races do so at their own risk and responsibility. The Organizing Authority, member clubs, sponsors and their respective officers, employees, volunteers and members, accept no liability for any injury, loss or damage that may be suffered by any competitor. Specific attention is drawn to RRS Fundamental Rule 4, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

Note: It is the responsibility of all competitors to be familiar with the International Regulations for Preventing Collisions at Sea (COLREGS) and that they do not become "privileged" vessels when participating in a race. This is especially true in meeting, crossing or overtaking situations with non-participant vessels and/or vessels constrained by their draft or ability to maneuver.

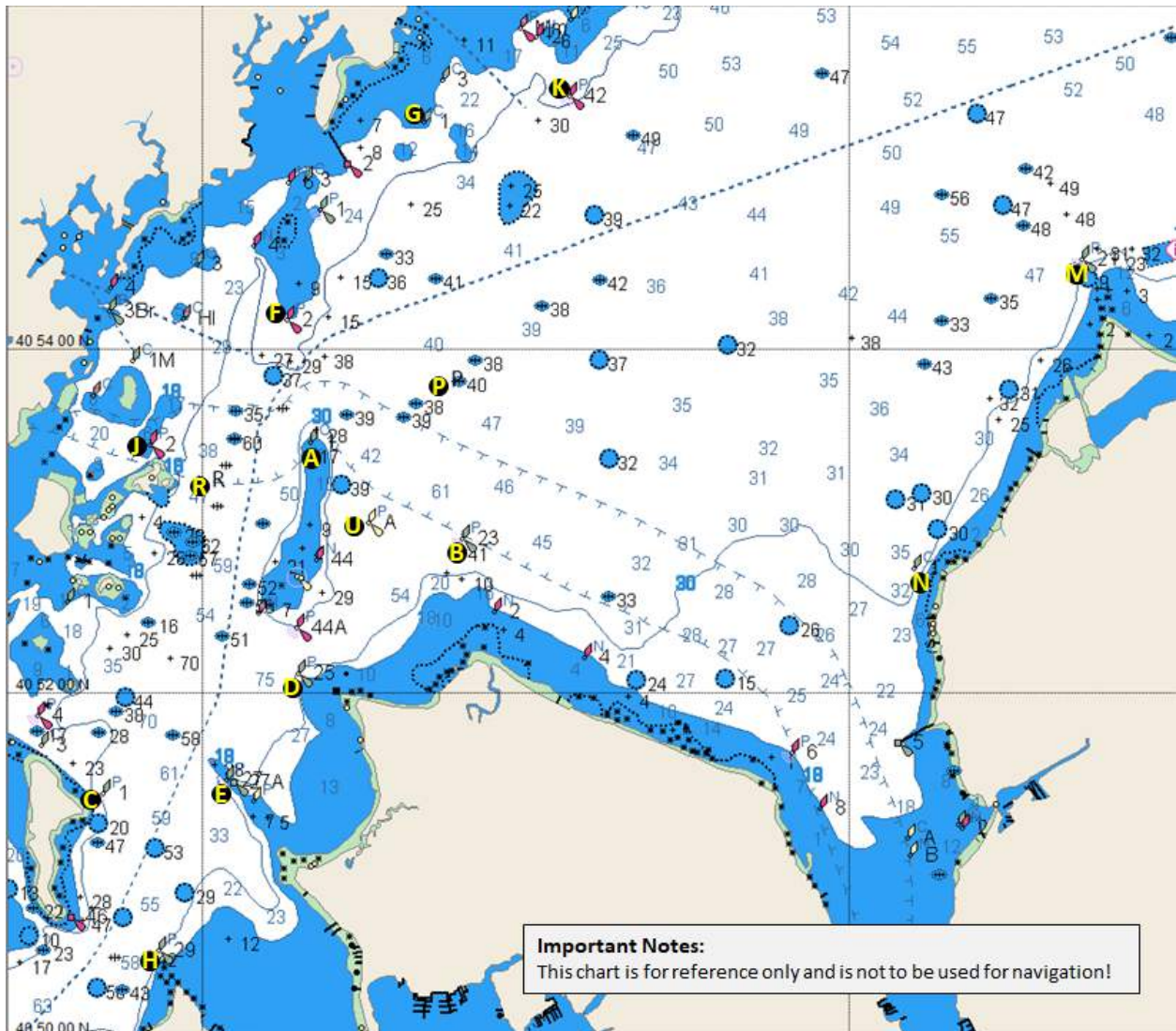
17 PRIZES

Prizes will be awarded as described in the Notice of Race, section 12 and amendments thereto.

EVENT CONTACTS

Adam Loory – Event & Protest Committee Chairman
Bill Padin - Principal Race Officer
YRA of LIS Technical Committee

Appendix A1: Chart of Can One Marks



Appendix A2: Approximate Courses and Distances between Marks

FROM ^{TO}	A	B	C	D	E	F	G	H	J	K	M	N	P	R	U
A		136° 1.1 nm	224° 2.4 nm	196° 1.4 nm	207° 2.0 nm	002° 0.7 nm	033° 2.0 nm	210° 3.1 nm	282° 0.9 nm	050° 2.5 nm	090° 4.6 nm	115° 3.6 nm	080° 0.8 nm	260° 0.7 nm	157° 0.6 nm
B	316° 1.1 nm		248° 2.6 nm	244° 1.3 nm	238° 2.0 nm	334° 1.6 nm	008° 2.4 nm	230° 3.0 nm	300° 1.9 nm	027° 2.6 nm	079° 4.0 nm	108° 2.6 nm	003° 0.9 nm	294° 1.6 nm	292° 0.6 nm
C	044° 2.4 nm	068° 2.6 nm		072° 1.3 nm	098° 0.7 nm	035° 3.0 nm	039° 4.4 nm	173° 1.0 nm	021° 2.1 nm	047° 4.9 nm	075° 6.5 nm	088° 4.9 nm	052° 3.1 nm	031° 1.9 nm	058° 2.2 nm
D	016° 1.4 nm	064° 1.3 nm	252° 1.3 nm		227° 0.8 nm	012° 2.1 nm	026° 3.3 nm	220° 1.8 nm	340° 1.6 nm	038° 3.7 nm	075° 5.2 nm	094° 3.6 nm	039° 1.8 nm	345° 1.2 nm	038° 1.0 nm
E	027° 2.0 nm	058° 2.0 nm	278° 0.7 nm	047° 0.8 nm		021° 2.7 nm	030° 4.0 nm	215° 1.1 nm	000° 2.1 nm	040° 4.5 nm	072° 5.8 nm	086° 4.2 nm	041° 2.6 nm	008° 1.7 nm	042° 1.7 nm
F	182° 0.7 nm	154° 1.6 nm	215° 3.0 nm	192° 2.1 nm	201° 2.7 nm		048° 1.4 nm	205° 3.8 nm	241° 1.1 nm	065° 2.1 nm	099° 4.7 nm	113° 4.5 nm	127° 1.0 nm	221° 1.1 nm	171° 1.3 nm
G	213° 2.0 nm	188° 2.4 nm	219° 4.4 nm	206° 3.3 nm	210° 4.0 nm	228° 1.4 nm		211° 5.4 nm	234° 2.5 nm	093° 0.9 nm	115° 3.9 nm	146° 3.9 nm	190° 1.5 nm	225° 2.5 nm	201° 2.4 nm
H	030° 3.1 nm	050° 3.0 nm	353° 1.0 nm	040° 1.8 nm	035° 1.1 nm	025° 3.8 nm	031° 5.4 nm		012° 3.0 nm	039° 5.5 nm	066° 6.7 nm	077° 4.9 nm	039° 3.7 nm	018° 2.7 nm	039° 2.8 nm
J	102° 0.9 nm	120° 1.9 nm	201° 2.1 nm	160° 1.6 nm	180° 2.1 nm	061° 1.1 nm	054° 2.5 nm	192° 3.0 nm		064° 3.2 nm	092° 5.6 nm	113° 4.5 nm	092° 1.7 nm	144° 0.4 nm	122° 1.4 nm
K	230° 2.5 nm	207° 2.6 nm	227° 4.9 nm	218° 3.7 nm	220° 4.5 nm	245° 2.1 nm	273° 0.9 nm	219° 5.5 nm	244° 3.2 nm		121° 3.1 nm	157° 3.4 nm	218° 1.9 nm	236° 3.1 nm	218° 2.7 nm
M	270° 4.6 nm	259° 4.0 nm	255° 6.5 nm	255° 5.2 nm	252° 5.8 nm	279° 4.7 nm	295° 3.9 nm	246° 6.7 nm	272° 5.6 nm	301° 3.1 nm		222° 2.1 nm	272° 3.8 nm	269° 5.3 nm	263° 4.4 nm
N	295° 3.6 nm	288° 2.6 nm	268° 4.9 nm	274° 3.6 nm	266° 4.2 nm	293° 4.5 nm	326° 3.9 nm	257° 4.9 nm	293° 4.5 nm	337° 3.4 nm	042° 2.1 nm		304° 3.0 nm	289° 4.2 nm	288° 3.2 nm
P	260° 0.8 nm	183° 0.9 nm	232° 3.1 nm	219° 1.8 nm	221° 2.6 nm	307° 1.0 nm	010° 1.5 nm	219° 3.7 nm	272° 1.7 nm	038° 1.9 nm	092° 3.8 nm	124° 3.0 nm		260° 1.5 nm	220° 0.9 nm
R	080° 0.7 nm	114° 1.6 nm	211° 1.9 nm	165° 1.2 nm	188° 1.7 nm	041° 1.1 nm	045° 2.5 nm	198° 2.7 nm	324° 0.4 nm	056° 3.1 nm	089° 5.3 nm	109° 4.2 nm	080° 1.5 nm		114° 1.0 nm
U	337° 0.6 nm	112° 0.6 nm	238° 2.2 nm	218° 1.0 nm	222° 1.7 nm	351° 1.3 nm	021° 2.4 nm	219° 2.8 nm	302° 1.4 nm	038° 2.7 nm	083° 4.4 nm	108° 3.2 nm	040° 0.9 nm	294° 1.0 nm	

A1 This table is for reference only and is not to be used for navigation!

A2 Yellow shading denotes that the rhumb line course between marks crosses obstructions, submerged rocks or dry land.

Appendix B: The Can One Distance Race

The inaugural Can One Distance Race will be held on Thursday, July 4. The Race Committee will set longer courses than Thursday evenings that can be completed in time for Independence Day evening celebrations. The Huguenot Yacht Club invites all Can One Distance Race Participants to a BBQ dinner following racing. Dinner will be \$25 per person, with a cash bar available. A reservation form will be available on Yacht Scoring.

Except where specifically modified in this Appendix, all provisions of these Sailing Instructions shall apply to the Can One Distance Race.

B1 SCHEDULE OF RACES

B1.1 The warning signal for the first class is scheduled for 1455.

B1.2 There will be only one race.

B2 ENTRY AND ELIGIBILITY

B2.1 Any yacht entered in the Can One season series, including yachts with a then current Guest Pass, may compete in the Can One Distance Race without additional registration or entry fee by notifying the Race Committee by email at C1RaceCommittee@gmail.com no later than 1700 hours on Wednesday, July 3.

B2.2 Any yacht including local yachts that is not entered in the Can One season series may enter the Can One Distance Race on yacht scoring by purchasing a Guest Pass for a fee of \$50.

B3 CLASSES AND CLASS FLAGS

B3.1 Classes may be modified for the Can One Distance Race at the sole discretion of the Organizing Authority, but will minimally include PHRF non-spinnaker and spinnaker classes.

B3.2 Scratch Sheets listing each boat by its class will be available on line at the Can One page of [Yacht Scoring](#), no later than 2100 Wednesday, July 3.

B4 COURSES

Marks shall be rounded in the order signaled and left on the hand so that the rhumb line to the next mark will not cross the rhumb line from the previous mark. If the next mark is reciprocal, the mark shall be left to port when rounding.

B5 THE START

The race committee will announce the starting sequence over the VHF channel.

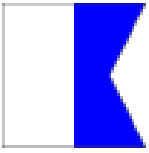
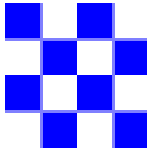

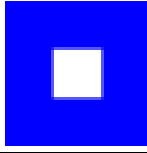
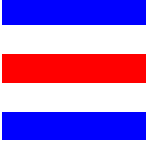
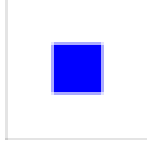
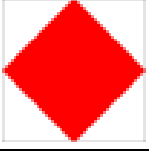
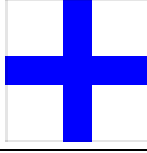


B6 TIME LIMIT

The time limit for the first yacht to sail the course and finish in each class shall be 1730 hours. Yachts failing to finish within 30 minutes after the first boat in her class sails the course and finishes will be scored "Time Limit Expired" (TLE) without a hearing. This changes RRS 35, A4 & A5








B7 PRIZES

Prizes will be awarded to the top finishers in each class. The Can One Distance Race is a qualifying race for the Can One Distance Trophies.

Appendix C: Selected International Code Flags Used by COERA

	Alpha Flown under November by the RC to abandon current race and all racing for the day		November Flown by the RC to abandon current race and instruct competitors to return to the starting area
	Bravo Flown by a yacht to protest another yacht		Papa Flown by the RC as the Preparatory Signal for the start of each class
	Charlie Flown by the RC to Change in Course		Sierra Flown by the RC to shorten course
	Foxtrot Flown by the RC 5 minutes before the scheduled warning of the first class start only		X-Ray Flown by the RC to indicate that one or more yachts was on the course side at her starting signal
	Answering Pennant (AP) Flown by the RC to postpone a start		First Repeater General Recall

Class Flags Flown by the RC at the warning signal for the subject class and by each yacht to identify her class

	1 Class One		4 Class Four
	2 Class Two		5 Class Five
	3 Class Three		6 Class Six J/105s
			7 Class Seven

Other International Code Flags may be used as prescribed in the RSS.

Appendix D: PHRF Time on Time (ToT) Ratings

PHRF ToT Ratings are calculated from PHRF ToD Ratings on each competitor's YRA of LIS Certificate using the following formula:

PHRF ToT = A / (B + PHRF ToD), where

A = B + a fleet constant (the fleet constant is set at 100, the average PHRF rating for certificates issued by the YRA of LIS; and

B = 550, a constant for general conditions used for the PHRF Long Island Sound Championships

PHRF Time on Time Rating Table (Converted from PHRF Time on Distance Ratings)

ToD	ToT	ToD	ToT	ToD	ToT	ToD	ToT
240	0.8228	165	0.9091	90	1.0156	15	1.1504
237	0.8259	162	0.9129	87	1.0204	12	1.1566
234	0.8291	159	0.9168	84	1.0252	9	1.1628
231	0.8323	156	0.9207	81	1.0301	6	1.1691
228	0.8355	153	0.9246	78	1.0350	3	1.1754
225	0.8387	150	0.9286	75	1.0400	0	1.1818
222	0.8420	147	0.9326	72	1.0450	-3	1.1883
219	0.8453	144	0.9366	69	1.0501	-6	1.1949
216	0.8486	141	0.9407	66	1.0552	-9	1.2015
213	0.8519	138	0.9448	63	1.0604	-12	1.2082
210	0.8553	135	0.9489	60	1.0656	-15	1.2150
207	0.8587	132	0.9531	57	1.0708	-18	1.2218
204	0.8621	129	0.9573	54	1.0762	-21	1.2287
201	0.8655	126	0.9615	51	1.0815	-24	1.2357
198	0.8690	123	0.9658	48	1.0870	-27	1.2428
195	0.8725	120	0.9701	45	1.0924	-30	1.2500
192	0.8760	117	0.9745	42	1.0980	-33	1.2573
189	0.8796	114	0.9789	39	1.1036	-36	1.2646
186	0.8832	111	0.9834	36	1.1092	-39	1.2720
183	0.8868	108	0.9878	33	1.1149	-42	1.2795
180	0.8904	105	0.9924	30	1.1207	-45	1.2871
177	0.8941	102	0.9969	27	1.1265	-48	1.2948
174	0.8978	99	1.0015	24	1.1324	-51	1.3026
171	0.9015	96	1.0062	21	1.1384	-54	1.3105
168	0.9053	93	1.0109	18	1.1444	-57	1.3185