



THE CORINTHIANS

Single-Handed and Double-Handed Race

Organizing Authority – Norwalk Yacht Club and The Corinthians

SAILING INSTRUCTIONS

May 19, 2019

1. **Rules:** This Race will be governed by:
 - 1.1 the current Racing Rules of Sailing (RRS),
 - 1.2 the Notice of Race (NOR),
 - 1.3 these Sailing Instructions and any amendments thereto.
 - 1.4 **At least a Type III U.S.C.G. approved Personal Buoyancy device is to be worn by all competitors during the entire race. Failure to comply with this rule will result in disqualification from the race.**

2. **General:** The race is for single-hulled yachts, at least twenty feet LOA, auxiliary powered, and having a self-bailing cockpit and lifelines. Yachts must be designed, constructed, rigged, and equipped in a manner conducive to safe and comfortable overnight cruising. The Race Committee reserves the right to rule on the eligibility of any yacht. The Single-Handed Division prohibits additional crew and the Double-Handed Division is limited to the skipper and one crew. Both Divisions prohibit the use of spinnakers, gennakers, whisker poles, spinnaker poles, boat hooks, poles of any kind, electric winches, or self-steering devices except to lock the tiller or wheel while tacking.

3. **Communications on the Water:**
 - 3.1 **Racers must monitor VHF channel 05a at all times before, during and after the race. Racers must have the ability to hear, receive and transmit on VHF 05a while on deck and at the helm.**
 - 3.2 **All VHF communications to and from the Race Committee will be on Channel 05a.** Competitors shall monitor Channel 05a from the time they arrive in the race area until they have finished racing or left the race area. The Race Committee will monitor Channel 05a from the time they arrive on station in the vicinity of Cable and Anchor Reef until the end of the Protest time limit.

4. **Changes to the Sailing Instructions:** The Race Committee, while on the water, may make oral changes to the Sailing Instructions by hoisting Code Flag “L” to signal all yachts to come within hail. All oral changes will also be broadcast on VHF channel 05a after the hoisting of Code Flag “L.” Changes before the start will be signaled and broadcast at least 5 minutes prior to the Warning Signal.

5. **Notices to Competitors:** Any notices to competitors subsequent to the NOR and prior to May 19 will be emailed to all competitors with a confirmation of receipt requested. Notices thereafter will be communicated orally on VHF channel 05a.
6. **Schedule of Racing:** The scheduled time for the Warning Signal is 1055.
 - 6.1 **Yachts intending to race must check in** before the Warning Signal with the Race Committee Signal Boat after she has anchored on station. Due to the surge that is often present in the vicinity of Cable and Anchor Reef, yachts are requested to check in on VHF Channel 05a, identifying themselves by sail number. The Race Committee will acknowledge by repeating the sail number heard.
7. **Classes:** There will be two classes: a single-handed class and a double-handed class. Both classes will be non-spinnaker. There will be one Start – to include both classes. Code Flag “D” will be hoisted as the Warning Signal.
8. **Racing Area:** The Race Committee Signal Boat will be located in the vicinity of Cable and Anchor Reef Bell R28C, located due south of Sheffield Island off Norwalk, CT.
9. **The Course:** The course will be a windward / leeward course.
 - 9.1 The weather mark (W) will be located approximately 2.0 nautical miles to weather of the Start and the leeward mark (x) will be the pin for the starting line making one lap of the course 4.0 nautical miles.
 - 9.2 The weather mark may be R28C Bell.
 - 9.3 **The course will be THREE (3) Laps (three times around) for a total of 12.0 nautical miles.**
 - 9.4 **All marks including the start and finish marks shall be left to PORT on all legs.**
 - 9.5 No later than the Warning Signal, the Race Committee Signal Boat will display the approximate compass bearing, magnetic, to the weather mark, on a course board located on the starting line side of the signal boat.
10. **Marks:** All marks including the start and finish marks will be inflatable marks or R28C Bell.
11. **The Start:** The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and the nearby inflatable mark (the pin).
 - 11.1 The start will be a “Pursuit” start. PHRF time on distance handicaps are assessed at the start. Each yacht will start at (or after) the specific starting time assigned to it on the scratch sheet. The first yacht(s) to start will be the one(s) with the highest handicap. The last yacht(s) to start will be the yacht(s) with the lowest handicap.
 - 11.2 In the event of a postponement, a general recall, or the restart of a race that is abandoned, yachts shall adjust their starting times from the new Warning Signal.
 - 11.3 A yacht starting later than 30 minutes after the scheduled starting time for the last yacht shall be scored Did Not Start. This changes RRS Appendix A4.1.

Starting Sequence

<u>Time</u>	<u>Signal</u>	<u>Flag</u>	<u>Sound</u>
1055	Warning	“D”	1 Horn
1056	Prep	“P”	1 Horn
1059	One-Minute	“P” Down	1 Long Horn
1100	Start (first yacht)	“D” Down	1 Horn
1105	(and every 5 minutes thereafter until all yachts have started)		1 Long Horn

This modifies RRS rule 26.

12. **The Finish:** Yachts will finish between a staff displaying an orange flag on the signal boat and the nearby inflatable mark (the pin). The finish line will be the same as the starting line unless the course is changed or shortened in accordance with the RRS.
13. **A yacht that withdraws or intends to leave the race area before finishing shall inform the Race Committee on VHF Channel 05 and await acknowledgement before leaving the race area.**
14. **Scoring:** If the complete course is sailed, the actual times of finish will be the order of finish. If the course is shortened in accordance with the RRS, the finish times will be corrected on PHRF for the shorter distance.
15. **Penalty System:** RRS rules 44.1 and 44.2 one and two-turns penalties, will apply. Yachts taking the penalty shall inform the Race Committee at the finish.
16. **Time Limit:** Any yacht that has not finished within 4 hours after the last yacht has started shall be scored Did Not Finish. This changes RRS rule 35 and Appendix A4.1.
17. **Protests and Requests for Redress:** Protest flags are not required. This changes RRS rule 61.1. Any yacht intending to protest or request redress must hail the Race Committee immediately upon finishing, identifying itself and any yacht(s) being protested by sail number. Protest forms are available at the Norwalk Yacht Club. The protest filing time limit is 30 minutes after the Race Committee Signal Boat docks at Norwalk Yacht Club following racing, unless the Race Committee extends that time. This changes RRS rules 61.3 and 62.2. Hearings will commence at the Norwalk Yacht Club as soon as possible after the filing deadline, or at such time and place (TBA) as can be subsequently and reasonably arranged.

18. **Prizes:** Prizes will be awarded to the first three yachts in each class. The winner of the Single-Handed Race will also be invited to receive the perpetual John Doerschuck Memorial Trophy at The Corinthians Annual Awards Dinner. There will be an awards reception and ceremony immediately following the race at Norwalk Yacht Club. All racers and their guests are encouraged to attend.

19. RESPONSIBILITY FOR SAFETY:

As a condition of the participation of any boat in any race or related activity sponsored or undertaken by The Corinthians, the Norwalk Yacht Club or the YRA of LIS, the owner, helmsman and each crew member agree that the safety of the boat and the crew and the decision whether or not to start or continue to race is solely their responsibility. Each of them waives all claims which he or she, or any heir, representative, successor or assignee, may have against the Corinthians and the Norwalk Yacht Club and the YRA of LIS and each of their officers, trustees, members, committees, employees or agents, arising out of or in any way connected with participation in such race or activity. Responsibility for evaluating wind, sea and weather conditions rests with each competitor, as does the responsibility for the safe condition and operation of their boat, including safety equipment and rigging, and for wearing a life jacket. Assistance from the race committee, patrol boats, or other support boats and from personnel manning them is at the risk of the participant.

20. Contacts:

Samuel Fuller 203-803-3637 sbfuller@optonline.net

or

Geoff Beringer 203-247-0018 gंबरinger@gmail.com