

2019 IDEAL 18 INTERCLUB CHAMPIONSHIP OF LONG ISLAND SOUND

Saturday September 21, 2019

Indian Harbor Yacht Club, Greenwich CT

Organizing Authority

SAILING INSTRUCTIONS

1. Rules

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.

1.2 Racing rule 40 and the Preamble to Part 4 are changed as follows: Except for brief periods while changing or adjusting clothing or equipment, all competitors shall wear, while on or near the water, a US Coast Guard approved PFD.

1.3 As permitted by RRS 87, rules 4.6 and 13.4 of the Ideal 18 Class Rules are changed as follows: *the hull surface below the top waterline stripe shall have an anti-fouling bottom paint or coating*; and, *boats shall be raced by two persons*. The Organizing Authority may require that boats be inspected to ensure compliance with the bottom paint requirement.

1.4 The equipment required to be aboard each boat while racing is listed in Ideal 18 Class Rule 10, and includes: PFDs, a separate throwable Type IV PFD with attached whistle, anchor & anchor line, bucket, pump, and paddle. The Organizing Authority may require that boats be inspected to ensure compliance with on-board equipment requirements.

1.5 RRS Appendices T and V will apply.

2. Notices to Competitors

Notices to competitors will be posted on the Official Notice Board located in the main lobby of the clubhouse.

3. Changes to the Sailing Instructions

Any change to the Sailing Instructions will be posted before 0830 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.

4. Signals Made Ashore

4.1 Signals made ashore will be displayed from the main flagpole on the south patio of the IHYC club house.

4.2 When pennant AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in 'Race Signals AP'.

5. Schedule of Races

Friday, September 20

1600-2000 Check-In, late registration & open practice.

Saturday, September 21

0800-0930 Check-in* & Coffee in Ballroom

0930 Competitors' Meeting

1000 Harbor Start

All boats must be afloat by 1000

1055 First Warning Scheduled

Awards will be presented as soon as practicable after racing ends

*** Note:** All skippers & crews must check-in for the regatta in person. No exceptions.

6. Class Flag

The class flag will be numeral pennant 1.

7. Racing Areas

The racing area will be in Captain Harbor or on Long Island Sound south of the Captain Islands.

8. Courses – see Appendix A

8.1 Windward-Leeward courses will be used and signaled by W(x) with x designating the number of legs.

8.2 All marks shall be rounded to port, except in the case of a leeward gate

8.3 It is the intention of the race committee to set a leeward gate. If a gate is replaced by a single mark, it shall be left to port.

8.4 No later than the warning signal, the course to be sailed, the approximate magnetic compass bearing and distance to the windward mark may be displayed on the course board on the bow of the Race Committee Signal Boat.

9. Marks

9.1 Marks will be yellow tetrahedrons.

9.2 The windward offset mark will be a brightly colored ball.

9.3 New marks as provided in SI 11 will be orange tetrahedrons.

10. The Start

10.1 The starting line will be between a staff displaying a yellow flag on the signal boat at the starboard end of the line and the course side of a nearby mark.

10.2 A boat starting later than five minutes after her starting signal will be scored DNS without a hearing. This changes *RRS A4.2 & A5*.

11. Changing the Next Leg of the Course

11.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark (or marks) as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11.2 If the windward mark is changed, a new offset mark will not be set. If the leeward mark/gate is changed it will be a single mark.

12. The Finish

12.1 The finish line will be between a staff displaying a flag on the Race Committee Signal Boat and a brightly colored ball near the Signal Boat.

12.2 For courses Wx where x is an odd number, the finish line will be approximately 50 yards to windward of the last windward mark unless there is a change of course for the final leg.

12.3 Flag "A" displayed, with no sounds while boats are finishing means "No more racing today".

13. Time Limits & Target Times

13.1 The time limit for the first boat to finish will be 45 minutes.

13.2 If no boat has passed Mark 1 within 20 minutes, the race will be abandoned.

13.3 A boat not finishing within fifteen (15) minutes after the first boat sails the course and finishes will be scored TLE (Time Limit Expired) without a hearing. This modifies *RRS 35, A4 & A5*.

14. Protests & Requests for Redress

14.1 At its' first opportunity after finishing or withdrawing from a race, a boat shall notify the Race Committee of its intent to protest another boat, and provide the hull/sail number of the boat to be protested. This modifies *RRS 61*.

14.2 Protest forms will be available at the Front Desk of the Club House. Protests and requests for redress or reopening shall be in writing and shall be delivered there within the appropriate time limit.

14.3 The protest time limit is 60 minutes after the Race Committee Signal Boat docks. A long sound signal will indicate that protest time has begun. The docking time and protest time limit will be posted on the Official Notice Board.

14.4 Notices will be posted as soon as possible before or after the protest time limit to inform competitors of arbitrations or hearings in which they are parties or named as witnesses. Notices of protests by the Race Committee will also be posted within the time limit to inform boats of protests under *RRS 61.1(b)*.

14.5 The time limit for requests for reopening or redress, based on a hearing or the scoring, is 30 minutes after a hearing decision or scoring results have been posted. This modifies RRS 62.2 & 66.

14.6 Breaches of SI 1.5 will not be grounds for protest by a boat. This amends RRS 60.1(a). Penalties for breaches of these instructions may be less than disqualification if the protest committee so decides. The scoring abbreviation for discretionary penalties imposed under this instruction will be DPI. Discretionary penalties are not discardable.

15. Scoring

15.1 The Low Point Scoring System of RRS Appendix A will be used.

15.2 One race is required to be completed to constitute the series.

(i) When fewer than five races have been completed, a boat's series score will be the total of her race scores.

(ii) When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score subject to RRS 90.3(b).

(iii) Boats scored DNF-TLE will receive as a race score points equal to two places more than the last boat that finishes within the time limit, but not worse than DNF. This modifies *RRS A4.1, A4.2 and A5*.

(iv) The combined scores of the three top finishers in the series from each club or association will determine the team champion.

16. Breakdowns

16.1. When a boat suffers a breakdown, the boat's crew shall make all reasonable efforts to fix the damage and continue racing, unless that would result in further damage or risk to the crew. Race officials may require a damaged boat to retire.

16.2. When a boat's finishing position is materially prejudiced by equipment failure clearly not the fault of the boat's crew or by swamping, disablement or damage caused by an infringing boat, that boat may be awarded compensation.

16.3. Compensation for Breakdowns - When the Protest Committee is satisfied that compensation is warranted (See *SI Appendix B*); it shall use one of the following methods:

(i) Points shall be awarded as the team's average score for all other races. However, the boat shall receive its actual finishing place if that place was better than the average score. Decimals are rounded to the nearest integer, rounding .5 up. Such compensation may result in two boats having the same score.

(ii) If the breakdown occurred at or near the finishing line and the boat's position was clearly secure, she may be scored in that position. Even though other boats may have finished ahead of the BKD boat, such boats shall be scored as having finished behind the RDG boat.

(iii) When method 16.3(i), above, clearly does not yield a fair scoring of a team's performance in that race and 16.3(ii), above, does not apply, the Protest Committee may award compensation that is more equitable for that team.

16.4 If a boat breaks down in a race and cannot be repaired or replaced in time for the subsequent race(s), the team assigned to that boat shall be awarded BYE(s) for the race(s).

17. Safety Regulations

17.1 Boats shall check in before the first race by passing close to the stern of the race committee signal boat after it has anchored, with mainsail raised, and hail their sail number until acknowledged.

17.2 A boat that retires from a race or for the day, or does not intend to start a race, shall notify any race committee boat as soon as possible.

18. Trash Disposal

Depositing trash in the water is not permitted, see *RRS 55*.

19. Support boats

Other than event-provided personnel, in the Corinthian spirit of this event, coach and support boats are not permitted.

20. Radio Communication

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

21. Prizes

The *Ideal 18 Inter Club Championship of Long Island Sound Trophy*, a perpetual trophy, will be awarded to the club or association with the best total series scores of the top three competitors for the club. In addition, prizes will be awarded to the 1st through 3rd place finishers. Additional prizes may be awarded.

This regatta is a qualifying event for the YRALIS Sally Finkbeiner Trophy.

22. Insurance

Each participating boat shall be insured with valid third-party liability insurance. The Organizing Authority reserves the right to request proof of insurance from any entrant's boat owner. Adequacy of coverage is an owner responsibility.

23. Safety & Disclaimer

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

2019 Ideal 18 Inter Club Championship of Long Island Sound Committee

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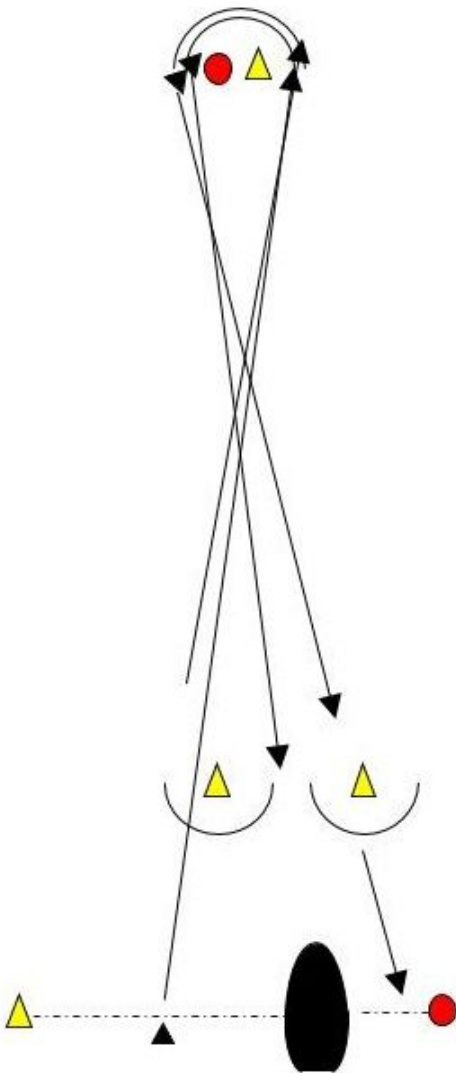
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Appendix A

Course Diagrams

Windward-Leeward (Wx)

X = number of legs



Appendix B

Guidelines For Breakdowns

This is intended to guide competitors, race committees, and judges in the application of *SI 16 Breakdowns and RRS 62 Redress*, but not to limit the authority of judges in resolving individual cases equitably. Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to check the likely points of failure of a boat they are about to sail. If they do not do so, they should not expect relief when simple and preventable failures occur. At a competitors' meeting, the Race Committee should point out the particular items on the boat(s) being used that need to be checked before each race. Judges should take into account a situation in which a competitor legitimately did not have time to make the necessary inspections.

Tests for qualifying a breakdown for compensation should include:

1. Did a piece of equipment break?
2. If so, did a significant loss of finishing position result?
3. Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
4. Was the equipment used in a reasonable or proper manner?

Compensation should be awarded only when equipment fails, not for improper handling or poor seamanship. Where on the course the failure occurred should be considered in determining whether it caused a significant loss of finishing position.

Examples of equipment failure for which compensation **SHOULD NOT BE** awarded, when the equipment remains serviceable:

1. Failure of a halyard knot or the opening of a halyard shackle, if rigged by the competitor;
2. Outhauls or boom vang that disengage or slip;
3. Cotter pins, cotter rings ('ring dings') that disengage because they were not taped prior to use.
4. Tiller universal failure / telescopic tiller extension failure.