



# 2017 IRC East Coast Championship 2017 NYYC Multihull Regatta

July 12-15, 2017  
Newport, Rhode Island

## SAILING INSTRUCTIONS

The Organizing Authority (OA) is the New York Yacht Club Regatta Association, Inc. The host is New York Yacht Club (NYYC).

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in the *Racing Rules of Sailing* (RRS).
- 1.2 The 2017 IRC Rules and Regulations paragraphs A, B and C shall apply with the following changes:
  - a) IRC Rules 22.4.1 and 22.4.2 are changed to read:
    - i. The crew weight shall not exceed 85kg multiplied by the Crew Number printed on the certificate; OR
    - ii. The number of crew shall not exceed the crew number on the boat's IRC certificate with no weight limit.
    - iii. One additional crew under the age of 16 is permitted and shall not count against the crew or weight limit.
    - iv. Yachts electing the first option (crew weight) may weigh in during registration times shown in NOR 6.2. Scales will be available to any competitors to check their weight. Weighing in is not required; however, a yacht whose crew does not weigh in completely, and is later protested under this rule, shall make all crew available to be weighed in prior to the protest hearing in order to be scored.
  - b) IRC Rules 21.1.5 (d) and (e) are changed as follows: During the regatta, the sails carried (including mainsails and spinnakers) may vary from day to day, but shall remain the same for each individual race day, including days with multiple races even in the case of damage to sails. The race day begins when the boat leaves the dock or its mooring for the race course. This changes NOR 3(b).
- 1.3 **Liability Waiver:** No crew shall be aboard a yacht while racing unless he/she has executed the online Liability Waiver Form. The Liability Waiver Forms are available on the event website. Registration will not be complete without receipt of a complete Crew Waiver Form from each crew member.
- 1.4 **Safety Equipment Requirements:** All yachts shall comply with the US Nearshore section of the NOR Addendum 1 – US Safety Equipment Requirements (USSER) and shall comply with their class rules, where applicable.
  - USSER 2.4.2 through 2.4.8 regarding Hull and Structure: Lifelines shall apply, except that yachts not normally rigged with lifelines are exempt for these requirements and shall wear approved PFDs at all times while racing.
  - In the event of a conflict between these Requirements and applicable class rules, the class rules shall apply.
- 1.5 The US SAILING Prescriptions to the RRS that are posted as NOR Addendum 2 on the regatta website shall apply.
- 1.6 The protest committee may impose suitable penalties, other than disqualification, for violations of the USSER or other non-Part 2 rules. This changes RRS 64.1.



## 2 NOTICES, COMPETITOR INFORMATION AND SIGNALS MADE ASHORE

- 2.1 Notices, including race results, amendments and protest hearing schedules, shall be posted on the Official Notice Board located in the courtyard of the NYYC Sailing Center at Harbour Court. This information may also be posted on the regatta website.
- 2.2 Flag signals will be flown from the western side of the yardarm of the flagpole at Harbour Court.
- 2.3 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect. Flag “Lima” will be flown to signify such posting.
- 2.4 When Pennant “AP” is displayed ashore, “one minute” is replaced with “not less than one hour” in Race Signal “AP”.
- 2.5 Signals designating the rendezvous locations will be displayed at 0900 each day from the flagpole at Harbour Court. The Race Committee will endeavor to announce the format and the rendezvous locations as described in SI 5 and SI 7 at that time over VHF Channel 72. The failure to make this announcement or for a yacht to hear this announcement shall not be grounds for redress. This changes rule 62.1(a).
- 2.6 After the rendezvous locations and any other regatta announcements have been made, Race Committee Signal Boats will monitor and communicate on VHF channel 69.

## 3 CLASSES AND IDENTIFICATION

- 3.1 **Circle** – The IRC and Multihull fleets are designated as the White Circle.
- 3.2 **Scratch Sheets** – The scratch sheets designating IRC class assignments will be distributed at registration, posted on the Official Notice Board and may also be posted on the regatta website.
- 3.3 **Class Flags** – Class flag assignments will be shown on the scratch sheet. IRC yachts shall display the numeral flag corresponding to her class designation, as shown on the scratch sheet, from her backstay approximately six feet above the deck from the warning signal of the first class until she is no longer racing.

## 4 SCHEDULE OF RACES

- 4.1 The warning signal for the first race each day is scheduled for 1100.
- 4.2 No warning signal shall be made after 1500 on Saturday, July 16.

## 5 RENDEZVOUS LOCATIONS

Rendezvous locations are listed below and will be designated as described in SI 2.5. See SI Addendum C – NYYC Primary Race Areas.

### **Rhode Island Sound:**

- Area “A” - in the vicinity of 160° for 1.2 NM from R “2” QR Whistle marking Brenton Point
- Area “B” - in the vicinity of 120° for 2.5 NM from R “2” QR Whistle marking Brenton Point

### **Newport Harbor and near Newport Bridge:**

- Area “K” - between Goat Island and Rose Island
- Area “M” - in the vicinity of R “12” west of Rose Island
- Area “O” - in the vicinity of Potter Cove (just north of west end of Newport Bridge)

### **North of Newport Bridge:**

- Area “R” - in the vicinity of 200° for 0.5 NM from Halfway Rock
- Area “T” - in the vicinity of G “7” QG off Quonset Point

## 6 CHECK-IN AND RETIREMENT

- 6.1 Prior to the warning signal for the first race each day, all yachts shall check in with the Race Committee Signal Boat by passing astern on starboard tack and announcing their sail number. The Race Committee will acknowledge by responding with the number heard.
- 6.2 Yachts retiring are requested to inform the Race Committee on VHF channel 69 or by calling (401) 845-9633.

## **7 COURSES & MARKS**

- 7.1 The courses and marks are described in the SI Addenda as shown:
- a) Distance/Navigator Races – SI Addendum A
  - b) Drop Mark Races or Stadium Races – SI Addendum B
- 7.2 The Race Committee will notify competitors (no later than 1900 on the day before they will take effect) of the intended type of racing for the following day.

## **8 THE START**

- 8.1 A yacht starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes rule A4 and A5.
- 8.2 The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and the course side of the port-end starting mark or a staff displaying an orange flag on the pin boat.
- 8.3 Yachts whose warning signal has not been made shall keep clear of the starting area.

## **9 INDIVIDUAL RECALLS**

The Race Committee will endeavor to hail each premature starter via VHF. Failure to make such an announcement, nor the timing or order of any announcement, shall not be grounds for redress. This changes rule 62.1(a).

## **10 THE FINISH**

The finishing line will be between a staff displaying a blue flag on the Race Committee Signal Boat and the course side of the finishing mark as described in the relevant SI Addendum.

## **11 GOVERNMENT BUOYS**

Except as described in SI Addendum A2.4, government buoys have no required side except when specified as marks of the course. Caution should be exercised for safe navigation.

## **12 PENALTY SYSTEM**

- 12.1 Rule 44.1 is changed so that a yacht has the choice between penalty systems, and the Two-Turns Penalty is replaced by the One-Turn Penalty. A yacht may choose either to:
- a) take a One-Turn Penalty in accordance with rule 44.2; or
  - b) take a Scoring Penalty in accordance with rule 44.3.
- 12.2 A yacht that has taken a penalty shall complete an [online penalty acknowledgement](#) form or a paper form available from the Jury Secretary and submit/file it with the Jury Secretary no later than the end of protest time.

## **13 TIME LIMIT**

- 13.1 The time limit to sail the course and finish is as follows:
- a) For Addendum A courses – four hours;
  - b) For Addendum B courses – three hours.
- 13.2 Yachts failing to finish within the time limit will be scored Time Limit Expired (TLE) and scored points as described in SI 15.3. This changes rules 35 and A4.

## **14 PROTESTS AND REQUESTS FOR REDRESS**

- 14.1 It is requested that yachts intending to protest report both their intention and the yacht being protested to the Race Committee on VHF channel 69 immediately after finishing or withdrawing from the race.
- 14.2 Protests or requests for redress shall be submitted to the Jury Secretary in the NYYC Sailing Center as soon as possible, but not later than one hour after the Race Committee Signal Boat has docked, either on the written protest form available from the Jury Secretary or on the [online protest form](#). The time limit for filing a protest will be posted on the Official Notice Board.
- 14.3 Protest notices will be posted as soon as possible on the Official Notice Board.

- 14.4 Protest hearings will take place at the NYYC Sailing Center as soon as possible after the notices are posted. The protest committee will attempt to hear protests in the order of receipt. Representatives of yachts who are parties to a hearing shall remain on call in the vicinity of the protest rooms.
- 14.5 When a yacht has been involved in an incident that may be subject to protest, it is her responsibility to check the protest notices at the end of the protest filing time to see if she is cited in a protest. Failure of any yacht to appear when called for a hearing will be considered by the protest committee as grounds for proceeding under rule 63.3(b).
- 14.6 Rule 63.5 is changed by adding, “A protest involving contact may be heard by the protest committee even though the requirements of rule 61.1(a) and 61.3 have not been fulfilled.”
- 14.7 Breaches of SIs 3.4, 6.1, 8.3 and 17.2 will not be grounds for a protest by a yacht. This changes rule 60.1(a).
- 14.8 A violation of SI 17.2 may be considered “a gross breach of a *rule*” under rule 69.1(a).
- 14.9 On the last scheduled day of racing only, a written request for reopening a hearing shall be delivered to the Jury Secretary:
- Within the protest time limit if the requesting party was informed of the protest committee’s decision on the previous day; or
  - No later than 30 minutes after the requesting party was informed of the protest committee’s decision on that day; or
  - If no races are held on the last scheduled day of racing, within one hour after racing has been abandoned.
- This changes rule 66.
- 14.10 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered in writing no later than 30 minutes after the decision was posted. This changes rule 62.2.

## **15 SCORING**

- 15.1 A yacht’s series score will be the total of her race scores. All races are weighted equally. There will be no discard. This changes rule A2.
- 15.2 One race is required to be completed to constitute a series.
- 15.3 Yachts that have started and fail to finish within the time limit for any reason, shall, without a hearing, be scored by the Race Committee with points equal to the number of yachts in her class that have sailed the course and finished within the time limit, plus two. This changes rule A4.1, A4.2, and A5.

## **16 PRIZES**

Prizes will be awarded as described in the Notice of Race.

## **17 NOTES**

- 17.1 Competitors are reminded that Narragansett Bay and its approaches are considered restricted channels for commercial traffic and other vessels restricted in their ability to maneuver. Competitors must comply with the government right-of-way rules when in proximity to commercial or privileged marine traffic.
- 17.2 In the event there is racing in Narragansett Bay, competitors should be aware of heightened security around the Navy base in Newport just to the north of the Newport Jamestown Bridge. The area to the east of a line defined by a series of white buoys marking the Newport Security Zone along the coast of the Naval Facilities from Coasters Harbor to the breakwater at the north end of Coddington Cove shall rank as an obstruction. Yachts shall not enter this area.
- 17.3 All times herein are Eastern Daylight times. Bearings are in degrees magnetic and are approximate. Distances used herein are expressed in nautical miles (when not otherwise defined) and are approximate.

#### 17.4 Newport Tides

<u>Day</u>	<u>Date</u>	<u>High Tide</u>	<u>Feet</u>	<u>Low Tide</u>	<u>Feet</u>
Wednesday	July 12	1042	3.4	1605	.3
Thursday	July 13	1127	3.4	1645	.4
Friday	July 14	1214	3.5	1729	.5
Saturday	July 15	1304	3.6	0823	.5

For further information please contact:

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Fax: 401-846-3303  
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# SAILING INSTRUCTIONS

## **Addendum A – DISTANCE / NAVIGATOR RACES**

**A1** Special courses will be designated using marks described in SI A2.

- a) The race committee will list the marks in the order to be rounded and the required side to leave each mark.
- b) **Bridges** – Yachts shall pass through the center span only for any course passing under the Newport Bridge, Jamestown Bridge or Mount Hope Bridge. For the purposes of rule 32.2(c), the center span shall be considered a gate.
- c) **Special Mark “E”**
  - The Race Committee may set special mark “E” as the first mark to any course by listing “E” as the first mark as described in SI A1(a).
  - The magnetic bearing and distance (in nautical miles to the nearest tenth) to Mark “E” will be posted on a board adjacent to the course board.
  - Mark “E” will be a yellow tetrahedron buoy.
- d) The course will be:
  - Start
  - Special Mark “E” if used
  - Round the marks in the designated order leaving each mark to the designated side
  - Finish - the finishing line will be off Fort Adams between a staff displaying an orange flag on a Race Committee Boat displaying a blue flag and the finishing mark. The finishing line will be located approximately 0.25 NM north of the Fl R 6 sec Horn “2” on the northern point of Fort Adams.

### **A2 MARKS**

A2.1 The starting mark, if used, will be a pink tetrahedron buoy. The finishing mark will be a green tetrahedron buoy.

A2.2 All buoys listed on the *2015-2017 South Bay Race Chart* may be used. In addition, the marks listed in SI Addendum A2.3 below are additional rounding marks that may be used.

A2.3 **A** Conanicut Island (including GR “NR” BELL off Beaver Tail)

**G** Gould Island (center of Island) 41° 32.00’ N; 071° 20.67’ W

**M** Block Island including Black Rock Pt. Buoy 2 41° 08.42’ N; 071° 35.74’ W

**PI** Prudence Island (including R G “N” at the north end and Patience I Bell Buoy R “8” west of Patience I)

**H** RW “NB” Mo(A) WHIS 41° 23.00’ N; 071° 23.36’ W

**J** R “2” Fl R 4s WHIS south of Point Judith 41° 18.46’ N; 071° 28.35’ W

**K** R “2” QR WHIS Brenton Reef 41° 25.94’ N; 071° 21.78’ W

**L** G “1 Bf” Fl G 4s BELL north of Block I 41° 15.49’ N; 071° 34.55’ W

**N** GR “NR” BELL off Beavertail 41° 26.64’ N, 071° 24.15’ W

**O** RW “SR” Mo(A) WHIS 41° 25.76’ N; 071° 13.38’ W

**Q** Buzzards Light Tower Fl 2.5s 67ft 17M Horn 41° 23.82’ N, 071° 02.08’ W

**TB** G “3” Fl G 4s GONG Whale Rock 41° 26.66’ N, 071° 25.23’ W

A2.4 G “9” Fl G 2.5s Gong off Bull Pt and G “11” Q G Bell off The Dumplings shall be passed on the channel side at all times.

A2.5 If designated, Mark M, Block Island and Black Rock Pt. Buoy 2, may be rounded in either direction and a required side will not be listed.

# SAILING INSTRUCTIONS

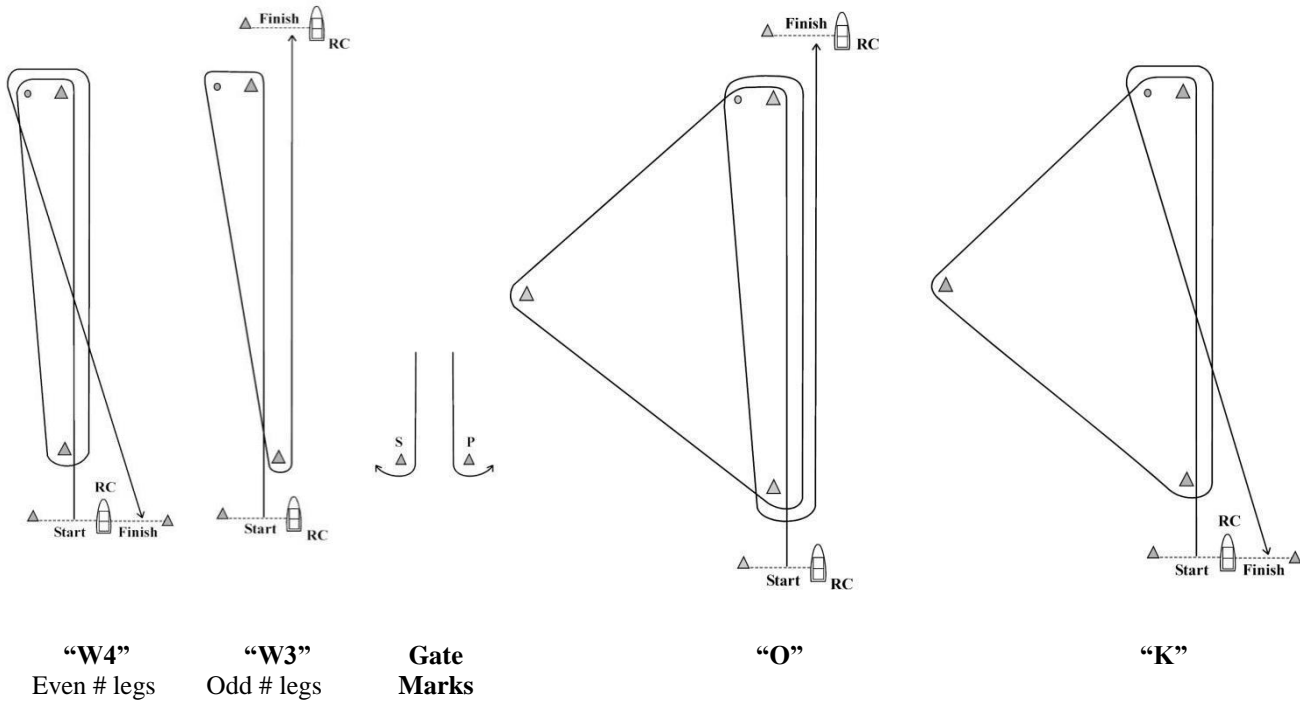
## Addendum B – DROP MARK OR STADIUM RACES

### B1 COURSES FOR DROP MARK RACES

B1.1 The race committee signal boat will signal the course by displaying a letter flag and, for course “W”, a numeral pennant as follows:

- W2 Start – 1 – 1A – Finish (downwind)
- W3 Start – 1 – 1A – Gate (3A/3B) – Finish (upwind)
- W4 Start – 1 – 1A – Gate (3A/3B) – 1 – 1A – Finish (downwind)
- W5 Start – 1 – 1A – Gate (3A/3B) – 1 – 1A – Gate (3A/3B) – Finish (upwind)
- W6 Start – 1 – 1A – Gate (3A/3B) – 1 – 1A – Gate (3A/3B) – 1 – 1A – Finish (downwind)
- O Start – 1 – 1A – 2 – 3A – 1 – 1A – 3A – Finish (upwind)
- K Start – 1 – 1A – 2 – 3A – 1 – 1A – Finish (downwind)

### B1.2 Course Diagrams



B1.3 **Course “W”** is a Windward/Leeward course with a windward offset mark. A numeral pennant indicating the number of **LEGS** to be raced will be flown beneath Flag “W”. The distance between the windward mark and the offset mark shall not count as a leg for the purposes of indicating the number of legs.

B1.4 **Course “O”** is a Triangle/Windward/Leeward/Windward course.

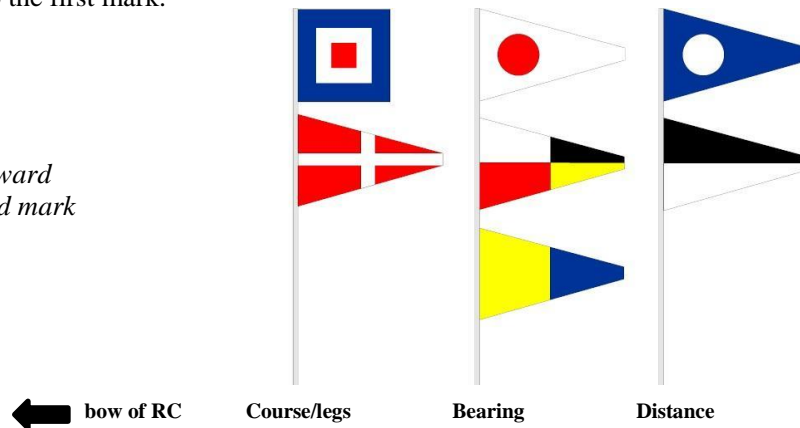
B1.5 **Course “K”** is a Triangle/Windward/Leeward course.

B1.6 The leeward mark for Courses “W”, “O”, and “K” will be an inflatable mark(s) set approximately 0.10 NM to windward of the starting line. A gate mark may be used for Course “W”.

B1.7 The course designation, distance and bearing to the windward mark will be signaled using flags displayed on poles or a whiteboard. The course designation will be flown forward, followed by the three numeral pennants designating the magnetic bearing to the first mark, followed by the two numeral pennants designating distance (nautical miles and tenths) to the first mark.

**Example shown:**

*Course W4 with a long windward mark (see SI B1.9); windward mark 195° at 2.6 nm*



B1.8 Marks, including the windward offset mark, shall be rounded in order and always left to port, except that a gate, when used, shall be rounded as described in RRS 28.2(c). In the event that the gate is not in place, the single leeward mark shall be left to port.

B1.9 There will be a windward offset mark adjacent to the windward mark for all drop mark courses except as noted in SI Addendum B1.10(c).

**B1.10 Long Windward Mark:**

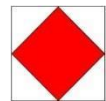
- a) For course “W” with an even number of legs, the race committee may set a long windward mark and a short windward mark.
- b) The distance displayed will be to the SHORT windward mark. The long windward mark will be on the same bearing at a distance of 1.0 NM beyond the short windward mark.
- c) There will be no offset mark at the long windward mark.
- d) If flag “D” is displayed below the course signals (see diagram on previous page), that class will use the LONG windward mark for each weather leg in that race. If flag “D” is NOT displayed below the course signals, that class will use the SHORT windward mark for each weather leg in that race.



This changes the diagrams in SI Addendum B1.2, as well as SI Addendum B1.3, B1.8, B1.9 and B2.2.

**B1.11 Special Finish Mark “F”**

If flag “F” is displayed on a separate pole, the finishing line for that class will be between a staff displaying a blue flag on a race committee boat and an ORANGE finishing mark approximately 0.4 NM north of the Fl R 6 sec Horn “2” on the northern point of Fort Adams. In the absence of the race committee boat and/or finishing mark, the finishing line will be on a bearing of 120° from G “3” Gong southeast of Rose Island. This changes the diagrams in SI Addendum B1.2.



**B2 MARKS FOR DROP MARK COURSES**

B2.1 Marks will be inflatable buoys as follows:

<u>Circle</u>	<u>Original marks</u>	<u>Starting</u>	<u>Finishing</u>	<u>Change marks</u>
WHITE	Yellow	Pink	Green	Orange

B2.2 Offset marks will be small round orange buoys.



### **B3 COURSE CHANGE**

- B3.1 In addition to the requirements in RRS 33, the race committee will attempt to announce any course change on their respective circle VHF channel. Failure to make such an announcement shall not be grounds for redress. This changes RRS 62.1(a).
- B3.2 New marks will be orange as described in SI Addendum B2.1. For a subsequent change, the new mark will be the same as the original mark.

### **B4 THE FINISH**

- B4.1 The finishing line will be between a staff displaying a blue flag on a race committee boat and the finishing mark.
- a) For Course “W”, with an odd number of legs, and Course “O”, the finish line will be located approximately 0.1 NM to windward of the windward mark.
  - b) For Course “W”, with an even number of legs, and Course “K”, the finish line will be located approximately 0.1 NM to leeward of the leeward mark and the finishing mark will be on the opposite side of the race committee signal boat from the starting mark. See diagrams in SI Addendum B1.2.
- B4.2 If a subsequent race is to be sailed, the finish line race committee boat intends to fly Pennant “Second Substitute” with the Blue “On-Station” signal at the finish. If a Class Flag is displayed below Pennant “Second Substitute” the subsequent race is for that class(es) only. In addition, the race committee will attempt to announce a subsequent race on VHF channel 69.
- B4.3 In fog at the finish, the race committee boat may ring a bell rapidly, for approximately 5 seconds, at intervals. The same race committee boat may or may not start and finish each race.

# SAILING INSTRUCTIONS

## Addendum C – NYYC PRIMARY RACE AREAS

