



2024 SAILING INSTRUCTIONS

1 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board (ONB) on the Can One page of [Yacht Scoring ONB](#).

2 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 ONB](#) and an e-mail notice will be sent out to all registered competitors calling attention to the change.

3 CLASSES AND CLASS FLAGS

- 3.1 Scratch Sheets listing each boat by its class and starting order will be available online at the Can One page of [Yacht Scoring](#), no later than 1900 Wednesday, May 8, 2024.
- 3.2 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.

4 COURSES

- 4.1 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.
- 4.2 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.

4.3 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

- 4.4 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.

5 MARKS

- 5.1 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" Matinecock 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

- 5.2 The Marks Chart indicates the approximate location of each government mark that may be used as a mark of the course.

6 THE START

- 6.1 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.

- 6.2 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.
- 6.3 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.
- 6.4 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.
- 6.5 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.
- 6.6 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.
- 6.7 Yachts whose warning signal has not been made shall keep clear of the starting area.
- 6.8 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.

7 THE FINISH

- 7.1 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. This changes RRS "Other Signals".
- 7.2 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.

8 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, and A5.

9 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.

10 PROTESTS AND REQUESTS FOR REDRESS:

- 10.1 Immediately after finishing, a boat intending to protest or request redress shall report her intention to the race committee on the designated channel.
- 10.2 Immediately after finishing, a yacht that accepted a turn(s) 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.
- 10.3 Protests, requests for redress or reopening can be filed in person with the Race Committee at Huguenot Yacht Club or online via [Yacht Scoring](#) in the Owner's Corner (see Online Protest Filing System). Editable protest forms can be found under General Race Forms. The protest time limit for both online and in person is 60 minutes after the signal boat docks. The time will be posted on the ONB. This changes RRS 61.3.
- 10.4 Completed online protest forms shall be emailed to C1RaceCommittee@gmail.com within the protest time limit.
- 10.5 All protests will be heard at Huguenot Yacht Club at a time acceptable to both parties involved. Hearings will be open to make the protest hearing a learning experience for all sailors present. This modifies RRS 63.3(a).
- 10.6 It is the responsibility of the parties to ensure that their witnesses are available when called to testify. If witnesses are not available for the hearing, they may not be heard.
- 10.7 Only the Race Committee may protest a yacht under SI 3.2. This is an addition to rule 60.2.

11 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 3, 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.

12 PRIZES

Prizes will be awarded as described in the Notice of Race, section 11, and amendments thereto.

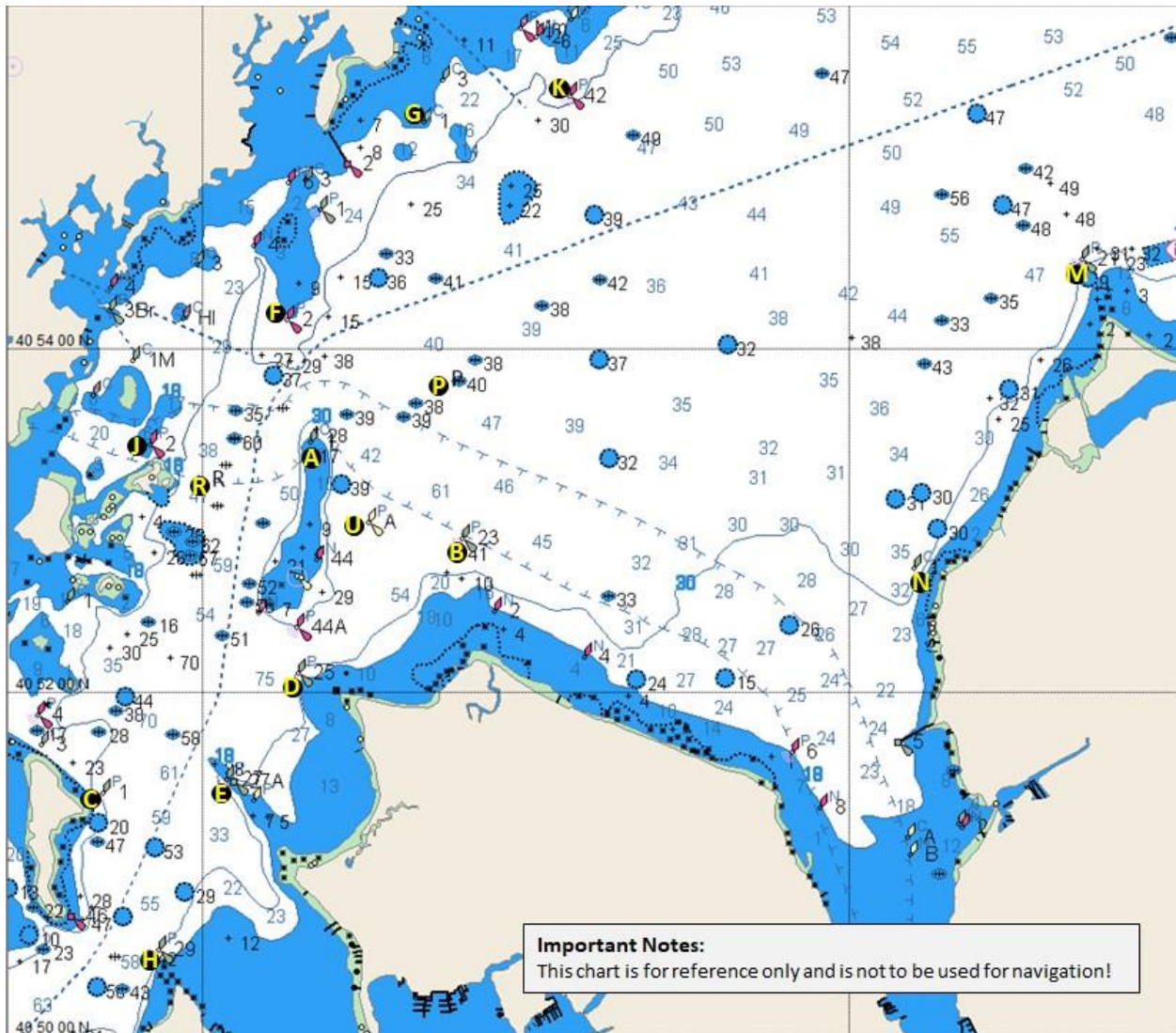
EVENT CONTACTS

Andrew Graham – Principal Race Officer – apgraham@optonline.net

Protest Committee Chair – John Scagnelli - jfscagnelli@gmail.com

Technical Committee – [YRA of LIS Technical Committee](#)

Appendix A1: Chart of Can One Marks



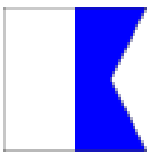
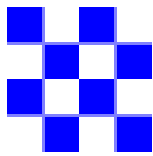

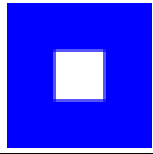
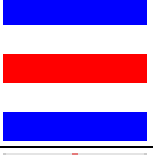
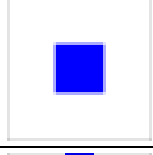
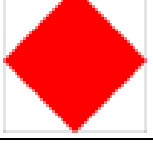
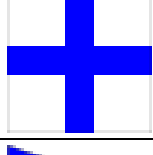


Appendix A2: Approximate Courses and Distances between Marks

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
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
	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
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
	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
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
	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
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
	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
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
	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
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
	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	
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




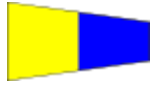


A1 This table is for reference only and is not to be used for navigation!

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

Appendix B: 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

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

Appendix C: 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