



# 2023 NEW ENGLAND 100

Fort Adams State Park, Newport, RI

Aug 12-13, 2023

Organizing Authority: NAASA

Sponsored by: NAASA

## SAILING INSTRUCTIONS

### CONTACTS:

Event Chairman:	Chris Bulger	617-785-4963	<a href="mailto:cbulger@bulgercapital.com">cbulger@bulgercapital.com</a>
RC PRO:	Michael Levesque	401-595-5329	<a href="mailto:brucat955@yahoo.com">brucat955@yahoo.com</a>
RC Signal Assist:	Cushing Andersen	617-510-1955	<a href="mailto:cushing.anderson@gmail.com">cushing.anderson@gmail.com</a>
RC RIB:	Rick Bliss	508-944-6220	<a href="mailto:rickbliss@verizon.net">rickbliss@verizon.net</a>
Goose Captain:	Vincent Pattavina	401-239-7897	<a href="mailto:vinniepattavina@gmail.com">vinniepattavina@gmail.com</a>
Safety Inspections:	Mark Hibbard	603-486-7687	<a href="mailto:eastportengineering@gmail.com">eastportengineering@gmail.com</a>
Sail Newport:	401-846-1983	<b>U.S. Coast Guard:</b> <b>VHF Channel 16</b>	<b>Race Committee:</b> <b>VHF Channel 71</b>

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2 Refer to the NOR for additional rules.

### 2 SAFETY REGULATIONS

- 2.1 Boats are required to check in at the Race Committee (RC) Signal Vessel before the start of the race each day.
- 2.2 Boats must inform the RC (on VHF channel 71 or via cell phone) immediately upon retiring or making any change of plans other than completing the race course.
- 2.3 All beach catamaran competitors shall wear high-vis rash guards (as outer layer) while racing.
- 2.4 Refer to the NOR for additional safety requirements (including required equipment and inspections).
- 2.5 **Lost Safety Equipment:**
  - 2.5.1 A boat that loses safety equipment while racing shall report this to the RC prior to the end of the protest time limit.
  - 2.5.2 If self-reported, the penalty shall be SCP for that day's race.
  - 2.5.3 If not reported (and found via inspection or protest), the penalty shall be DSQ from that day's race.
  - 2.5.4 Lost equipment must be replaced prior to racing the next day, or the boat shall be scored DNE from the regatta without a hearing. This changes RRS 63.1.
  - 2.5.5 Refer to SI 18.2 for penalty scoring calculations.

### 3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted on the official notice board no later than 60 minutes prior to the scheduled warning signal (or removal of AP ashore, whichever is later) on the day it will take effect. Failure of the RC to post within the time limit shall not be grounds for a request for redress by a boat. This changes RRS 62.1(a).
- 3.2 Oral changes may be provided on the water. Code flag L over code flag C will be hoisted to indicate an oral change to the sailing instructions is being communicated.



**4 COMMUNICATIONS WITH COMPETITORS**

- 4.1 Notices to competitors will be posted on the official notice board, located on [yachtscoring.com](http://yachtscoring.com). There will be no physical notice board for this regatta.
- 4.2 Official announcements will be broadcast on VHF 71. The RC intends to make broadcasts at the following times:  
 \*SATURDAY: 1000  
 \*SUNDAY: 1000
- 4.3 **Sailors are strongly encouraged to monitor VHF channel 71 from the time of launch until 15 minutes after starting, and when rounding marks, for any RC information.** Failure of RC VHF communications to be heard by a boat shall not be grounds for a request for redress by a boat. This changes RRS 62.1(a).

**5 SIGNALS MADE ASHORE**


- 5.1 Signals made ashore will be displayed on a flagpole near the southern end of the Sail Newport property (in the vicinity of the catamaran staging field).
- 5.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 30 minutes’ in the race signal AP.

**6 SCHEDULE OF RACES**

- 6.1 Refer to the NOR for scheduling information.

**7 CLASS FLAGS**

- 7.1 All boats will race in a single fleet. The NAASA flag, example below, shall serve as the class flag for the regatta.

CLASS FLAG	CLASS
	Open Spinnaker, Formula 18

**8 RACING AREA**

- 8.1 The racing area will be Narragansett Bay (including the East and West Passages as far north as Providence, RI and as far northeast as Fall River, MA), Rhode Island Sound including the waters around Block Island, and the Sakonnet River.

**9 COURSES**

- 9.1 The planned course for each day (including location of start and finish lines) shall be announced at the Competitors Meeting and posted no later than 60 minutes prior to the scheduled start time (or removal of AP ashore, whichever is later) on the day it will take effect. Failure of the RC to post within the time limit shall not be grounds for a request for redress by a boat. This changes RRS 62.1(a).
- 9.2 The RC reserves the right to change the planned course on the water prior to the start, and will communicate the course on VHF 71.
- 9.3 All posted speed limits shall be observed, including, but not limited to, Newport Harbor, Brenton Cove and the Tiverton Basin. Neither the RC nor the OA assume any responsibility for breaches of any navigational laws by competitors in this regatta.



## 10 MARKS

- 10.1 Marks to be used may include land masses (islands), structures (bridges, lighthouses, etc.), government marks, and/or marks set by the RC.
- 10.2 Except at a start or finish line, boats shall **round government marks and/or marks set by the RC within 3 of her boat lengths.**
- 10.3 Bridges rank as gates, and shall be crossed by sailing under the center span (defined as the tallest portion of the bridge). The two tallest bridge supports are marks of the course.

## 11 OBSTRUCTIONS

- 11.1 The naval facilities at Coddington Cove and Coasters Harbor are surrounded by an Exclusionary Zone. Vessels navigating inside the Exclusionary Zone may face action by Coast Guard and Naval Authorities. In the event that the Exclusionary Zone is marked by white navigational aids, the line between any two of these white buoys and the area that they mark shall be considered an obstruction.

## 12 THE START

- 12.1 The starting line will be between the staff displaying an orange flag on the RC vessel and a mark (may be an inflatable, government, or local race mark), located in the Newport area.
- 12.2 Unless described with the final daily course description, the start mark will be G3 (southeast corner of Rose Island).
- 12.3 A boat shall not start later than twenty (20) minutes after her starting signal. Such boats shall be scored DNS without a hearing. This changes RRS 63.1, A5.1 and A5.2.
- 12.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number via VHF. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress by a boat. This changes RRS 62.1(a).

## 13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 In the event the course needs to be changed, a RC vessel will be on station at a mark of the course, displaying one of the following:
  - 13.1.1 Code flag L over code flag C: The RC will announce the change over VHF radio. Boats may hail the RC for this information, and/or may approach the RC vessel to request the information.
  - 13.1.2 Code flag C over code flag H: Boats are to sail between the RC vessel and the mark, round the RC vessel, and then sail directly to the finish line.
- 13.2 The RC may shorten the race at any mark of the course, per RRS 32.2.

## 14 THE FINISH

- 14.1 The finishing line will be between the staff displaying an orange flag on the RC vessel and a mark (may be an inflatable, government, or local race mark), located in the Newport area.
- 14.2 Unless described with the final daily course description, the finish mark will be R12 (southwest corner of Rose Island).
- 14.3 Pursuant to the US Sailing prescription to RRS 34: If a finishing mark is missing but another one remains in place, the finishing line is a line through the remaining mark at a 90° angle to the last leg and of the shortest practicable length. If the RC is absent when a boat finishes, she should report to the RC her finishing time and her position in relation to nearby boats at the first reasonable opportunity.
- 14.4 FINISHING ON THE WATER: Boats may be finished on the course at the discretion of the RC. The RC determines the method and order of finishing. This changes RRS 35, A4, A5.1 and A5.2.



## 15 PENALTY SYSTEM

- 15.1 For all boats, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 15.2 Except as noted in SI 2.5 and SI 15.3, the penalty, if any, for an infringement of a rule other than a rule of Part 2 will be at the discretion of the Protest Committee and may be other than disqualification. This changes RRS 64.2.
- 15.3 The Organizing Authority has a zero-tolerance policy regarding breaches of NOR 1.7 (Alcohol Prohibition). **With the exception of alcohol procured through the event bartender service, and consumed in designated areas during the designated time(s):**
- 15.3.1 Any competitor observed by anyone at the venue to be violating Fort Adam's regulations on alcohol consumption may be reported to the OA. The OA may take any action it seems necessary, including, but not limited to, protesting the boat under RRS 60.2(a) or disqualifying the competitor from the regatta (DNE) without a hearing. This changes RRS 63.1.
- 15.3.2 Individuals observed possessing alcohol at Fort Adams during this event may also be subjected to penalties imposed by local law enforcement.

## 16 TIME LIMITS

- 16.1 Time limits to reach key marks of the course will be posted with the course description.
- 16.2 If a boat fails to reach a mark by its designated time limit, she shall:
- 16.2.1 Immediately attempt to notify the RC (via VHF or phone) of her intended route to return to Sail Newport.
- 16.2.2 Continue to attempt to notify the RC if unsuccessful on the first attempt.
- 16.2.3 Advise the RC of changes in status en route to Sail Newport.
- 16.3 Unless she retires, a boat failing to reach a mark by its designated time limit will be scored DNF without a hearing. This changes RRS 63.1, A4, A5.1 and A5.2.

## 17 HEARING REQUESTS

- 17.1 Protests shall be emailed to the PRO (and copy the Event Chair) within one (1) hour after the last boat in your class finishes. Refer to Contacts list.
- 17.2 Upon finishing, boats are strongly urged to inform the RC of their intent to protest to help expedite the hearing process.
- 17.3 A notice will be posted on the official notice board within 30 minutes of the protest time limit, listing the parties and witnesses involved in a protest, the approximate order for hearings and the starting time and place for the first hearing. Protests may be facilitated via Zoom (or similar solution).
- 17.4 Due to the nature of the race, if all parties and witnesses are present, protests may be heard prior to all boats finishing.

## 18 SCORING AND PRIZES

- 18.1 Scoring will consist of the combined times of both days adjusted with the Portsmouth Handicap System (DPN numbers). Neither crew weight nor wind modifications will be used. The lowest overall corrected time wins.
- 18.2 Scoring abbreviations will be calculated as follows. This changes RRS A4, A5.1 and A5.2.
- 18.2.1 A boat that is scored SCP will be assigned a corrected finish time equal to **20 minutes after her corrected finish time of the day.**
- 18.2.2 A boat that is scored DNS, OCS, NSC, DNF, RET or DSQ will be assigned a corrected finish time equal to **20 minutes after the corrected finish time of the last place boat of the day in her class.**
- 18.2.3 A boat that is scored DNE is **disqualified from the regatta.** This changes RRS A10.
- 18.3 Prizes will be awarded per the NOR.



## 19 ASSISTANCE

- 19.1 Any boat receiving outside assistance will be scored DNF without a hearing. The RC, US Coast Guard and state or local maritime authorities may decide when a boat needs assistance. This changes RRS 63.1, A4, A5.1 and A5.2.
- 19.2 All competitors acknowledge that by entering this race they are competent to self rescue themselves from any situation.
- 19.3 **In order to request assistance from the RC, hail on VHF channel 71 or via cell phone (refer to Contacts list). Competitors are strongly advised to program the RC cell numbers (PRO, at minimum) into their phones prior to sailing.**

## 20 RISK STATEMENT

- 20.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

## 21 DISCLAIMER OF LIABILITY

- 21.1 By participating in this event and any related activity sponsored or undertaken by NAASA at Sail Newport, the owner, helmsman and each crew member agree: that they understand that sailing is an activity that has an inherent risk of serious bodily injury (including permanent disability, paralysis and death by drowning or otherwise), property damage and other economic loss; that the safety of the boat and her crew and the decision whether or not to start or continue to race is solely their responsibility and at their own risk (see RRS 3 – "Decision to Race"); that NAASA or Sail Newport, and its volunteers, officers, trustees, members, committees, employees, sponsors or agents will not be responsible for damage to any boat or other property or to any participant, including injury or death; and that each of them releases and waives all claims which he or she or any heir, representative, successor or assignee may have against NAASA, Sail Newport and its volunteers, officers, trustees, members, committees, employees, sponsors or agents arising out of or in any way connected with participation in such race or activity.

**A reminder to competitors: Narragansett Bay is a restricted channel and sailing vessels do not have the right of way over a vessel under power which may be restricted in her ability to maneuver.**