



**2024 Last Chance Invitational
Windjammers Sailing Club
Saturday, September 21, 2024
Milford, CT**

Sailing Instructions (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

1. RULES

- 1.1. This event is governed by the rules as defined in The Racing Rules of Sailing
- 1.2. The 2024 ECSA PHRF Regulations apply.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any changes to the Sailing Instructions will be posted before 1000 on the day of the race, accompanied by the display of Flag "L", except that any change to the schedule of races will be posted by 1600 on the day before it will take effect.
- 2.2. Copies of the Notice of Race, Sailing Instructions, and Scratch Sheet, including any changes, will be available at the Race Committee signal boat at the dock and on the water during the check in period while flag "L" is displayed.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the online official notice board at <https://yachtscoring.com/emenu.cfm?eID=16609>.
- 3.2. On the water, the race committee intends to monitor and communicate with the competitors on VHF ch 72. This includes time checks, starting order of classes, courses, changes to the courses, shortening, postponement, starting signals and recalls.
- 3.3. From the first warning signal until the end of the last race, except in an emergency, a boat shall not make voice or data transmission and shall not receive voice or data transmissions that are not available to all boats.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore, including Flag "L," will be displayed on the Race Committee signal boat at the Milford Yacht Club dock.
- 4.2. When Pennant "AP" (the Answering Pennant) is displayed ashore with two sound signals, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP, meaning that the race is postponed, and the first warning will be made not less than 60 minutes after AP is lowered with a sound signal.

5. SCHEDULE OF RACES

- 5.1. The scheduled time for the first warning will be 1200 EDT.
- 5.2. PHRF classes will have no more than two races. The Viper 640 class will have no more than four races.
- 5.3. To alert competitors that a race is about to start, the orange starting line flag will be displayed with one sound at least 5 minutes before a warning signal is made.
- 5.4. The Race Committee will display flag "A" (with no sound) while boats are finishing to signal that there are no more races today.

6. CLASS FLAGS

- 6.1. Class flags will be:
 - Class 1: numeral pennant 1
 - Class 2: numeral pennant 2
 - Class Viper 640: Viper 640 class flag

7. RACING AREA

7.1. The starting area will be in the general vicinity of Charles Island. Racing will be in the general area between Stratford Point and Stratford Shoal to the west and south and New Haven Harbor to the east.

8. COURSES

8.1. Courses will be signaled by the Signal vessel before the warning signal for each class using a white-board, and will consist of the class designation, followed, in order of rounding, by any of the mark letters described in section 9.1.

8.2. The number below the mark letters indicates how many complete circuits of the course are to be sailed.

8.3. For PHRF Fleets:

8.3.1. All marks shall be rounded or left to port, except that if a mark letter is **circled** on the course board, that mark shall be rounded or left to starboard.

8.3.2. When the first windward leg is to mark "A," the approximate compass bearing and distance from the start to mark "A" will be displayed on the course whiteboard.

8.4. For the Viper 640 Fleet:

8.4.1. The course will be windward-leeward using mark "V⁶⁴⁰" as the weather mark as described in 9.1.

8.4.2. The marks shall be rounded to port.

8.4.3. The approximate compass bearing and distance from the start to mark "V⁶⁴⁰" will be displayed on the course white-board.

8.5. Except when being rounded as a mark of the course, Charles Island Lighted Buoy "16," Welch's Point Nun "2," and Pond Point Shoal Nun "12" shall be passed to seaward.

8.6. Course white-board example:

1	2	V640	Class
A W D A S	W D S	V ⁶⁴⁰ S	Marks and order of rounding
2	2	2	Number of complete circuits
125°		125°	Approx. compass bearing from the start to mark "A" or "V ⁶⁴⁰ "
1.25		0.75	Approx. distance from the start to mark "A" or "V ⁶⁴⁰ " in nautical miles

9. MARKS

9.1. Marks are:

S - Starting Mark & Finishing Mark (inflatable orange or yellow tetrahedron buoy)

A - Special Mark for PHRF classes (inflatable orange or yellow tetrahedron buoy)

D - Charles Island Lighted Buoy "16" FI R 4s (LL Nr 21225)

E - Charles Island Can "1" (LL Nr 24300)

G - Stratford Shoal (Middle Ground) Light FI W 5s (LL Nr 21260)

H - Housatonic River Entrance Channel Lighted Bell Buoy "1" FI G 2.5s (LL Nr 24355)

B1 - Racing mark located about 1150 yards due east of Charles Island, about 41° 11.383' N - 073° 02.481' W

N - Milford Harbor Channel Lighted Buoy "4" FI R 4s (LL Nr 24305)

P - Pond Point Shoal Nun "12" (LL Nr 21220)

R - Stratford Point Lighted Bell Buoy "18" FI R 4s (south of Point No Point) (LL Nr 21245)

W - Welch's Point Nun "2" (LL Nr 24295)

Y - New Haven Harbor Lighted Whistle Buoy "NH" Mo(A) W (red & white stripes) (LL Nr 21205)

Z - New Haven West Breakwater – breakwater west end marker is: Light "2" FI R 6s (LL Nr 24080); east end marker is: New Haven Light FI W 4s (LL Nr 24075)

V⁶⁴⁰ - Special weather mark for the Viper 640 class only (tall inflatable yellow cylinder buoy)

10. THE START

- 10.1. Classes may be started in any order.
- 10.2. The starting sequence may or may not be a rolling sequence. Each boat should watch for its class flag, which will designate the warning signal for that class. In the case of an announced combined class start, the class flags of the combined classes will be hoisted together.
- 10.3. The starting line will be between a staff displaying an orange flag on the Race Committee vessel and the course side of the starting mark "S".
- 10.4. [NP] Boats not involved in a starting sequence shall keep clear of the starting area and of those boats preparing to start.
- 10.5. 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 or broadcast on marine VHF ch 72. 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 This changes RRS 62.1(a).

11. CHANGE OF THE NEXT LEG OF THE COURSE

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

12. THE FINISH

- 12.1. The finish line is between a staff displaying a blue flag on the Race Committee vessel and the course side of the finishing mark.

13. TIME LIMITS

- 13.1. The time limit for each class will be 4 hours. If no boat finishes within the time for that class, the race committee shall abandon that class race.
- 13.2. For each class, the finishing window is the time for boats to finish after the first boat in the class sails the course and finishes. Boats failing to finish within 60 minutes (the finishing time window) and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the finishing window. This changes RRS 35, A5.1, A5.2, and A10.

14. HEARING REQUESTS (Protests)

- 14.1. At its first opportunity after finishing or withdrawing, a boat shall notify the Race Committee of its intent to protest another boat, and provide the sail number of the boat to be protested, and receive confirmation verbally or via VHF ch 72 of its intention to file a protest. This adds to RRS 61.
- 14.2. Hearing Requests shall be in writing and shall be delivered to the Race Committee within 30 minutes after the Race Committee boat docks at Milford Yacht Club. The docking time and protest time limit will be posted on the Official Notice Board.
- 14.3. Hearing request forms will be available at the race committee signal boat.
- 14.4. Notices will be posted as soon as possible before or after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Notices of protests by the Race Committee will be posted within the time limit to inform boats of protests under RRS 61.1(b).
- 14.5. Requests for redress and requests to reopen a hearing must be delivered to a Race Committee member within 30 minutes after hearing results or regatta scoring results have been posted. This modifies RRS 62.2 & 66.

15. SCORING

- 15.1. PHRF classes will be scored based on Time-On-Time calculation using $650 / (\text{PHRF} + 550)$ as the Time Correction Factor (TCF). If a class has two races, a boat's series score shall be the total of her race scores with no scores excluded.
- 15.2. Viper 640 classes will be scored in combination with results from the Milford Yacht Club Last Chance Regatta, sailed September 22, 2024. When four or more races have been completed, each boat's worst score shall be excluded. This changes RRS A2.1.

16. SAFETY REGULATIONS

- 16.1. [NP] Before racing, boats shall check in with the anchored race committee signal vessel displaying Flag "L", by passing in close proximity with mainsails raised and hailing their sail numbers until acknowledged by the race committee.
- 16.2. [NP] A boat that retires from a race shall notify the Race Committee as soon as possible, via hail or via VHF ch 72.

17. INSURANCE

- 17.1. Each participating boat shall hold insurance, including third party liability insurance, and it is the owner or owner's representative's sole and inescapable responsibility to insure that the insurance is in place and is adequate prior to participating in this event.

18. PRIZES

- 18.1. Results will be posted at <https://yachtscoring.com/> as soon as possible following completion of racing.
- 18.2. Prizes for the top boats in each PHRF class will be awarded at the Windjammers Sailing Club banquet at the end of the season.

19. RISK STATEMENT

- 19.1. 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.**