



Brent C. Donahue Cross Sound Regatta

Sunday, September 20, 2026

SAILING INSTRUCTIONS

1. RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) 2026–2028, and the current PHRF Regulations as adopted and amended by the YRA of LIS.

1.2 It is the responsibility of each boat owner or owner's representative to maintain and have aboard proper safety equipment and a current 2026 YRA of LIS PHRF certification.

1.3 Sufficient fuel shall be carried aboard all yachts to provide for a minimum of 10 miles of propulsion in the event of an emergency.

1.4 Monohull yachts, 24 feet and larger, with current YRA of LIS ratings and sufficient auxiliary power are eligible. Vessels not holding a valid certificate may be issued a rating as described in the Notice of Race.

1.5 All entrants shall carry a VHF radio capable of transmitting and receiving on VHF Channel 68.

1.6 Non-spinnaker boats shall sail with a main and jib only. A jib is defined as a headsail with the entire luff of the sail attached to the headstay. Reaching struts/whisker poles may be used, provided one end is attached to the mast.

2. NOTICE TO COMPETITORS

2.1 Notices to competitors will be posted on the Official Notice Board located at Black Rock Yacht Club.

2.2 Amendments to the Sailing Instructions and other notices to competitors will be posted on the YachtScoring website and the Regatta Notice Board at the Black Rock Yacht Club clubhouse deck prior to 0900 hours on September 20. It is the responsibility of the skippers to check for any pertinent information, changes, or other notices affecting the race.

2.3 At 0930 hours on September 20, the Race Committee will advise the fleet on VHF Channel 68 if there have been any amendments or special announcements. Skippers who have not obtained copies of an amendment, scratch sheet, or other notices at BRYC may collect a copy from the Race Committee boat prior to the first warning signal.

3. CHANGES TO THE SAILING INSTRUCTIONS

3.1 Any changes to the Sailing Instructions will be posted before 0900 on the day of the race, except that any changes to the schedule will be posted by 1200 on the day before the race.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the flagpole of Black Rock Yacht Club.

4.2 When AP is displayed ashore, “1 minute” is replaced with “not less than 60 minutes” in the race signal AP.

4.3 Postponements, cancellations, or other information may be signaled from ashore. Signal flags, if required, will be flown from the main flagpole at BRYC.

5. SCHEDULE OF RACE

5.1 Harbor Gun: 0900 hours.

5.2 The initial starting sequence will begin at 0955 hours.

5.3 The absolute time limit for the race is 1530 hours. Boats finishing after that time shall be scored TLE and awarded two points more than the number of starters.

6. DIVISIONS AND COURSES

6.1 This is a Pursuit Race with two divisions. There will be a separate course for each division. Individual boats will be assigned a different starting time based on their PHRF Distance Rating. Slower-rated boats will start earlier than faster-rated boats. The assigned

starting time for each boat will be listed on the scratch sheet available on YachtScoring.com and the Regatta Notice Board at Black Rock Yacht Club after 1800 hours on September 20.

6.2 Boats will be divided into Spinnaker and Non-Spinnaker Divisions based upon entries. If there are more than 12 boats in a Division, the Division may be split into two Classes. A Division will require at least three entries to qualify.

The following Divisions are expected:

- **Division 1:** Spinnaker
- **Division 2:** Non-Spinnaker

6.3 Division flags will be the numeral pennant corresponding to the Division number and shall be flown from the backstay.

7. RACING AREA

7.1 The starting area will be northeast of Race Mark X (red “2A” Black Rock Harbor Channel entrance mark).

8. COURSES

8.1 At 1800 hours on September 19, the Race Committee will post the courses on YachtScoring.com and the Regatta Notice Board at Black Rock Yacht Club.

8.2 The Non-Spinnaker Division(s) may, or may not, sail the same course as the other Divisions.

8.3 All marks on the course are to be left on the same side as the starting mark “A.”

8.4 See Appendix A for Racing Mark descriptions.

8.5 The signal to abandon all races in progress will be Code Flag “N” and three (3) audible sounds. An attempt will be made to inform all boats of the abandonment over VHF Channel 68.

9. STARTING

9.1 The starting line will be between an orange flag on the Committee Boat and the starting mark “A.” The Committee Boat will be stationed northeast of “2A.”

9.2 The initial starting sequence will begin at 0955 hours and will be a standard five-minute sequence, with the first boat starting at 1000 hours.

9.3 Remaining boats will start in the order and at the time shown on the scratch sheet. They will receive one horn at their start time.

9.4 Boats OCS at their start time must return to the starting side by passing around either end of the starting line.

9.5 Individual recalls will be signaled by displaying Code Flag "X" and one (1) audible sound. An infringing boat will be recalled by her name or sail number, and an attempt will be made to notify her over VHF Channel 68. This modifies RRS 29.1. Failure to notify such a boat does not relieve her of the responsibility to make a proper start.

9.6 Boats may start after their start time by up to 15 minutes but must stay clear of other boats starting on time.

9.7 Boats that have not yet started must keep clear of the starting area once the Preparatory Signal has been made.

9.8 The Race Committee will endeavor to recall boats by broadcasting their sail numbers via the official VHF channel.

9.9 Failure of a boat to hear her recall notification, and the timing and order of such hail, will not be grounds for redress.

10. FINISHING

10.1 The finish line will be between a blue flag on the Committee Boat and the finishing mark "A."

10.2 In the event of inclement weather wherein it is not prudent for the Race Committee boat to remain on station, boats finishing shall note the position of nearby finishers, if any, shall take their GPS finish time when leaving the finishing mark "A" within 50 feet to starboard as it bears 090 degrees, and shall call that information to the launch office on Channel 14 or by telephone at (203) 335-0587 x 11.

10.3 In the event the Committee Boat will knowingly not be on station for the finish, an unattended special finish line will be advised by the RC flying solid yellow Code Flag "Q" at the start. Attempts to announce the same will be made on VHF Channel 68.

10.4 A yacht withdrawing from the race must notify the Race Committee as soon as possible via VHF Channel 68, but not later than the expiration of the time limit.

11. PROTESTS

11.1 A boat intending to file a protest shall inform the Race Committee immediately after finishing or withdrawing.

11.2 A written protest shall be delivered to an RC representative no later than 30 minutes after the Committee Boat is moored back at BRYC. The Race Committee will attempt to notify all affected parties and hold a protest hearing as soon as possible.

12. ARBITRATION

The attached Appendix T will apply.

12.1 For a protest involving an alleged breach of a rule in Part 2, a short arbitration hearing shall be held prior to a protest hearing.

12.2 After the written protest form is properly lodged, one representative from each boat will meet with the arbitrator. No witnesses will be allowed. Unresolved arbitration will be passed along to the Protest Committee. Opinions of the arbitrator and any decisions made during arbitration cannot be grounds for redress or be appealed.

12.3 A boat that accepts fault at the arbitration hearing shall receive a penalty score of 40% of the number of boats entered in her Division in that race, rounding 0.5 upward, added to her finishing position, except that she shall not be scored worse than DSQ. The scores of other boats shall not be changed; therefore, two boats may receive the same score.

13. RADIO COMMUNICATION

13.1 While racing, no yacht shall make radio transmissions except when necessary for the safety of a yacht and her crew, or when advising of withdrawal.

13.2 It is the intention of the Race Committee to monitor VHF Channel 68 during the race.

14. SCORING

14.1 PHRF time allowances will be computed using Time on Distance.

14.2 Boats scored TLE will be given two points more than the number of finishers in their Division, except that they will not be scored worse than DNF.

15. PRIZES

15.1 Competitors are invited to the BRYC patio following the race. A keg of beer, soft drinks, and light snacks will be provided. Results will be posted to YachtScoring.com and announced at the BRYC patio.

15.2 Take-away awards will be given to up to three boats per Division, provided there are at least five competitors in a Division. Otherwise, only the top two finishers shall receive an award.

15.3 The Brent C. Donahue Memorial Cross Sound Perpetual Trophy will be awarded to the yacht finishing with the best overall corrected time for the Spinnaker Divisions. The perpetual trophy will be held at Black Rock Yacht Club.

15.4 The Commodore Lever & Family “C-Revel” Perpetual Trophy will be awarded to the yacht with the best overall corrected time for the Non-Spinnaker Divisions. The perpetual trophy will be held at Black Rock Yacht Club.

15.5 The Commodore's Combined Spinnaker Division Award will be awarded to the combined top-scoring boat that competed in the 2026 Pequot Yacht Club Falkner Island Race and the Brent C. Donahue–Cross Sound Regatta. The fleet finish for the Spinnaker Divisions for both races will be aggregated, and the lowest fleet scores will be awarded. Qualifying yachts must compete in the Spinnaker Divisions of both races to be eligible.

16. YACHT SAFETY

16.1 Each competitor is solely responsible for his/her own safety, the safety of his/her crew, and the seaworthiness of his/her yacht and equipment. See RRS Rule 4, Decision to Race.

16.2 Each skipper is responsible for determining whether his/her vessel and crew are capable of sailing in the prevailing conditions or adverse conditions that may arise.

16.3 Black Rock Yacht Club and its representatives are in no way responsible for accidents or injuries to yachts or personnel suffered from any cause during or related to this event.

APPENDIX A — RACING MARKS

1. Special Starting Mark — Yellow Tetrahedron

2. Special Mark “B” — 41° 08' 6.2" N / 73° 13' 5.8" W
Decimal: 41.13505° N / -73.2308° W

3. Special Finishing Mark — Directly east of Red “2A”; to be used only in the event of inclement weather. Yellow tetrahedron.

4. Green Can “1” — East of Middle Ground Lighthouse
5. FL R Bell “2” — West of Middle Ground Lighthouse
6. Special Mark “F” — 41° 09' 4" N / 73° 11' 58.3" W
Decimal: 41.1511° N / -73.1995° W
7. Green Can “1” — Bridgeport Channel Entrance
8. Green Can “3” — Stratford Shoal Buoy
9. Green Can “3” — Bridgeport Entrance Channel
10. Special Mark — Leeward (Yellow Tetrahedron)
11. Red Bell “18” — 2 nautical miles south of Point no Point, Stratford, CT
12. Red Bell “22” — ¾ nautical mile south of S. Pine Creek Point, Southport, CT
13. Green Gong “LC” — Off Penfield Reef
14. Green Can “1” — Stony Brook, NY
15. Red “2A” — Black Rock Harbor Entrance Channel
16. Green Gong “11A” — 1.5 NM NNW of Port Jefferson Entrance
17. RW “PJ” — 1.5 NM N of Port Jefferson Harbor Entrance

APPENDIX T — ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION

This appendix is a US Sailing prescription. One or more sections of this appendix apply only if the Sailing Instructions so state.

The rules in this appendix are intended to improve compliance with the Basic Principle, Sportsmanship and the Rules, and may be used for fleets of boats in major or minor events.

Sections A and B provide alternative penalties that encourage competitors to take a penalty when they may have broken a rule of Part 2 or Rule 31. They can be used together or individually.

Sections C and D each provide a modified hearing procedure that is less formal and less time-consuming than the usual hearing procedure. They are designed to encourage boats to enforce the rules by protesting. Sections C and D are not designed to be used at the same event, but either Section C or Section D may be used with Section A or B, or with both. Note, however, that if Section D is used, Section B automatically applies.

Please report your experiences with and evaluations of these rules to US Sailing by sending an email to rules@ussailing.org.

SECTION A — PENALTIES WHILE RACING

If Section A applies, Rule T1 shall be included in the Sailing Instructions.

T1. PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of Rule 44.1 are changed to:

“A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or Rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”

SECTION B — POST-RACE PENALTIES

T2. PENALTIES TAKEN AFTER A RACE

T2.1 After a race, a boat that may have broken a rule of Part 2 or Rule 31 while racing may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in Rule 44.3(c). However, Rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the Race Committee in writing and identifying the race number and when and where the incident occurred.

T2.2 The Post-Race Penalty shall be:

(a) 20%, if taken before the protest time limit; or

(b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

SECTION C — EXPEDITED HEARINGS

T3. INFORMING THE RACE COMMITTEE

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee.

T4. CHANGES IN HEARING PROCEDURES

This rule applies to all hearings except hearings under Rule 69.

T4.1 If the Protest Committee is able to assemble the parties to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of Rule 61.2 or 62.2.

T4.2 Rule 63.5 is changed to:

“At the beginning of the hearing, if there is no objection, the protest or request is valid and the hearing shall be continued. If an objection is made, the Protest Committee shall take any evidence ... [no further change].”

T4.3 Insert a new sentence after the third sentence of Rule 63.6:

“However, the committee may limit the number of witnesses and the time during which parties may present evidence and ask questions.”

T4.4 The first sentence of Rule 65.2 is changed to:

“A party to the hearing is entitled to receive the above information in writing, provided she asks the Protest Committee for it no later than thirty minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later.”

T4.5 The US Sailing prescriptions to Rules 60, 63.2, and 63.4 are deleted.

T4.6 The third sentence of Rule 66 is changed to:

“A party to the hearing may not ask for a reopening.”

SECTION D — ARBITRATION

When Section D applies, a boat may take the applicable Post-Race Penalty in Section B without participating in an arbitration meeting.

T5. PROTEST ARBITRATION

T5.1 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving a rule of Part 2 or Rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that Rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T5.2 Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the Protest Committee is likely to decide:

1. The protest is invalid;
2. No boat will be penalized for breaking a rule; or
3. One or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T5.3 A boat that may have broken a rule may take a Post-Race Penalty as provided in Section B. However, the penalty in Rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.

T5.4 If a boat asks to withdraw her protest, the arbitrator may act on behalf of the Protest Committee in accordance with Rule 63.1 to accept the withdrawal.