



The 92nd Vineyard Race
(including the Cornfield Point & Seaflower Reef Courses)
September 4–September 6, 2026

SAILING INSTRUCTIONS

(as amended September 3rd 2026)

[NP] The notation “[NP]” in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1

[DP] The notation “[DP]” in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES and OTHER REQUIREMENTS:

- 1.1 By the rules as defined by the current Racing Rules of Sailing (“rules”), including the US Sailing Prescriptions to the rules, and the Notice of Race. The following rules are changed:
- 17 with the addition of: From sunset to sunrise, when two boats are on the same tack within three overall lengths (of the larger boat) of each other, the boat being overtaken shall maintain her proper course. The overtaking boat shall keep clear, and neither boat shall bear away toward, nor luff, the other. (see the International Regulations for Prevention of Collision at Sea)
 - 60.2 see SI 14 Protests & Requests for Redress
 - Rule 60.4(a)(2) is changed as follows: “(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or”
 - 61.1(a) see SI 9 Recalls (also changes rules, A4 and A5)
 - 63.5 see SI 11
- 1.2 Any boat withdrawing before the start or abandoning the Race shall remove her class flag and immediately notify the Organizing Authority by email to vineyardrace@stamfordyc.com. It is the sole responsibility of any boat withdrawing to ensure the Race Committee has been notified.
- 1.3 **Double-handed divisions** – The following will apply to boats competing double-handed:
- (a) Crew is limited to 2 persons, one of whom shall be at least 18 years of age.
 - (b) Wind vanes and/or autopilots may be used without penalty. This changes RRS 52.
 - (c) Properly rated asymmetrical spinnakers may be used without penalty.
 - (d) Safety lines (jack lines) leading forward from both sides of the cockpit to the bow, well secured at each end, shall be rigged throughout the race.
 - (e) Competitors sailing in the double-handed division are permitted to utilize radio communications amongst themselves while racing. This changes RRS 41.
- 1.4 **PHRF Non-spinnaker classes** – The following will apply to boats competing Non-spinnaker:
- (a) Whisker poles of any length may be used without penalty.
 - (b) The use of any headsail whose mid-girth (mid-luff to mid-leach) is more than 50% of its measurement is prohibited.
 - (c) Except when changing headsails, boats may not fly more than one headsail at a time.
 - (d) Boats that are permanently cutter-rigged may fly their staysails.

2. CHANGES TO SAILING INSTRUCTIONS:

Changes and/or additions to the Sailing Instructions shall be posted on the [YachtScoring Notice Board](#) by 0800 on the day of the race. Changes to the scheduled start time will be posted by 2000 the day before the race. Any changes shall be incorporated into these Sailing Instructions and shall be considered as having been delivered to each Captain.

3. COMMUNICATIONS WITH COMPETITORS:

- 3.1 Notices to competitors will be posted on the Official Notice Board on [YachtScoring](#) and emailed to all entrants.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF channel 05A (1005).
- 3.3 Each boat shall carry a cell phone, the number of which shall be on file with the Race Committee, via [YachtScoring](#), and shall be kept on during the race and for two hours after finishing.
- 3.4 [NP] Tracking: All boats on all courses shall carry and have switched on at all times, from one hour before the boat's start until it finishes or is no longer racing, a tracking device of either AIS (preferred), Garmin inReach, Iridium Go, Predictwind, or SPOT. Skippers shall notify Race Operations prior to the first signal by recording on [Yachtscoring](#) their 9-digit MMSI number for AIS or the tracking URL for alternative tracking devices. (See NOR §11.3.)

4. SIGNALS MADE ASHORE:

- 4.1 In the event that changes and/or additions have been made to the Sailing Instructions, International Code Flag "L" will be hoisted on the Shore Station (main flagpole) of the Stamford Yacht Club at least four hours prior to the first warning signal and emailed to each skipper or official boat representative and posted on [YachtScoring](#). Any such changes will not be available on the water. (see SI 3)
- 4.2 In the event weather conditions are such that the race cannot be started at a reasonable hour on Friday, the Start will be postponed by the display of International Code Pennants "AP" over "A" and two sound signals. The Warning for the first class will be 0855 Saturday, September 5, 2026.

5. FLAGS

- 5.1 Each boat shall fly from her backstay six or more feet above the deck, the flag corresponding to her designated START group. Start assignments are indicated on the Scratch Sheets. For Multi-hulls, class flags are not required to be flown.
- 5.2 Class and start assignments will be made by the race committee and shall appear on the Scratch Sheets.
- 5.3 Class flags shall be flown from the time a boat enters the general starting area until she has finished. If a boat has no backstay, the class flag shall be flown from a starboard shroud.

6. REPORTING FOR INSTRUCTIONS

- 6.1 There will be no pre-race requirement to report to the Stamford Yacht Club. All communications will be via the Official Notice Board on [YachtScoring](#) or by direct email to all entrants.

7. THE COURSES AND MARKS:

7.1 All courses:

(a) START: Between Flashing Red Bell “32” (The Cows) off Stamford Harbor and a flag staff flying an orange flag on the Committee Boat lying to the South. The race committee reserves the right to place a “keep away” mark in the vicinity of the Signal Vessel. Such mark must be left to starboard when a boat is starting or is approaching the starting line to start and Parts 2 and 3 of the RRS shall apply with respect to such mark as if it were part of the Signal Vessel. No boats shall pass between the “keep away” mark and the Signal Vessel.

(b) FINISH: The Finish will be at the Stamford Harbor entrance between flashing green beacon #3 on the West breakwater and a staff displaying a blue flag on the Signal Vessel anchored northerly of the East breakwater.

- 7.2 Vineyard Race Course: From the Start to the Buzzards Bay Light Tower, leaving the Tower to starboard, then leaving Block Island to starboard, then leaving Flashing Red Bell “32” (The Cows) to starboard, then leaving Nun “2” to starboard, then to the Finish, for a total of 238 NM.
- 7.2.1 Short Course: At the discretion of the Race Committee, a short course may be signaled by displaying Code Flag “C” or Code Flag “S” prior to the warning signal for the start of any class.
- 7.2.1.1 The course for Code Flag “C” is: From the Start leave Flashing Green Gong “9” (Cerberus Shoal) to starboard, then leaving Flashing Red Bell “32” (The Cows) to starboard, then leaving Nun “2” to starboard, then to the Finish, for a total of 145 NM.
- 7.2.1.2 The course for Code Flag “S” is: from the Start leave Flashing Red R “4” (South of Bartlett Reef) to starboard, then leaving Flashing Red Bell R “2PG” to starboard, then leaving Flashing Red Bell “32” (The Cows) to starboard, then leaving Nun “2” to starboard, then to the Finish, for a total of 131 NM.
- 7.3 Seaflower Reef Course: From the Start to “Seaflower Reef” leaving it to starboard, then leaving Flashing Red Bell “32” (The Cows) to starboard, then leaving Nun “2” to starboard, and then to the Finish, for a total of 143 NM.
- 7.3.1 Short Course: At the discretion of the Race Committee, a short course may be signaled by displaying Code Flag “S” prior to the warning signal for the start of any class.
- 7.3.1.1 The course for Code Flag “S” is: From the Start leave Mo A RW “PI” to starboard, then leaving Flashing Red RG “TE” to starboard, then leaving Flashing Red Bell “32” (The Cows) to starboard, then leaving Nun “2” to starboard, then to the Finish, for a total of 125 NM.
- 7.4 The Cornfield Point Course: From the Start to Cornfield Point Shoal leaving Red Bell “2” to starboard, then leaving Flashing Red Bell “8” (at the easterly end of Long Sand Shoal) to starboard, then leaving RG “TE” buoy to starboard, then leaving Flashing Red Bell “32” (The Cows) to starboard, leaving Nun “2” to starboard, and then to the Finish, for a total of 116 NM.
- 7.5 In the event that a mark of the course is not on station, it will be incumbent on each boat to round the established position of that mark. The Navigator shall report the missing mark, in writing to the Race Committee within two hours of finishing, including noting the rounding time and boats within sight.

8. THE START:

- 8.1 The first signal shall be at 1200, Friday, September 4, 2026. Starting Signals shall be in accordance with rule 26 with classes starting at ten-minute intervals after the first start and in the order indicated on the top of the Scratch Sheet.
- 8.2 The timing of the visual and sound signals will be as described in Rule 26 with a 5-minute gap between the Starting signal for a class and the Warning signal for the succeeding class. A series of short sounds will indicate that the first Warning signal is about to sound. Radio announcements will be made prior to the Warning signals and during the starting sequences for each class. The significance of each sound signal will be announced. This change adds to Rule 26. Failure to hear sound or radio announcements shall not be grounds for redress.

- 8.3 The Starting Line shall be between Flashing Red BELL “32” (The Cows) off Stamford Harbor, and a staff displaying an orange flag on the Signal Vessel.
- 8.4 [NP] The Starting Area shall extend along the Starting Line and 300 yards westerly thereof. Boats not starting shall keep clear of the Starting Area. Boats whose Preparatory Signal has not been made shall keep clear of the restricted Starting Area and of all boats whose Preparatory Signal has been made. Boats that fail to abide by these restrictions may be subject to protest by the Race Committee. This adds to rule 60.1. If the protest is upheld, the offending boat will be penalized by having one hour added to her corrected time.
- 8.5 [NP] Without infringing upon the foregoing rule, each boat should, prior to the Warning Signal of her class, approach the Signal Boat so that she will be assured of being recorded as a starter. There is to be no check-in via radio. The Race Committee will not acknowledge boats attempting to do so.
- 8.6 A boat shall not start later than 30 minutes after her starting signal.

9. RECALLS:

- 9.1 In the event of an Individual Recall, the race committee will attempt to hail OCS boats by name or sail number over VHF Ch. 05A. The timing and order of such hails or the failure to hear the hail shall not be grounds for redress. This changes rule 61.1(a).
- 9.2 A boat that is OCS and does not restart shall, without a hearing, have thirty minutes added to her elapsed time. For the purposes of rules A5, a boat so penalized shall be considered to have started properly. This changes rules 60.5(b) and A5.

10. THE FINISH:

- 10.1 [NP] Boats approaching the finish are required to notify the Race Committee on VHF Channel 05A (1005) as they round Flashing Red Bell “32” (The Cows) or are within 0.5 nm of the Finish if approaching from the South and identify themselves by boat name and sail number. If finishing in darkness, each boat shall illuminate her sail numbers and notify the Race Committee on VHF Channel 05A to be sure that the boat’s identity has been properly established. All communication should be brief.
- 10.2 If no Committee Boat is on station at the Finish, each boat shall record the time when flashing green beacon #3 on the West breakwater at the entrance to Stamford Harbor bears 260-degrees magnetic. This time, along with her best estimate of the finish times and sail numbers of the boats immediately preceding and following, must be reported as described in SI 10.3.
- 10.3 For those sailing the Vineyard Course, the [Navigator’s Record of Finish Time](#) must be filed by email (vineyardrace@stamfordyc.com) no later than two hours after finishing.

11. PENALTY SYSTEM:

- 11.1 The Scoring Penalty, rule 44.3, will apply. The penalty shall be to increase the boat’s corrected time by 2%. This replaces the Two-Turns Penalty for breaches of Part 2 rules.
- 11.2 [DP] In the case of a protest involving the rules of Part 2, the boat at fault, instead of being disqualified as a result of a hearing, may, at the option of the Protest Committee, have her corrected time increased by 2%. This modifies rule 64.
- 11.3 Rule 44.1(b) is in effect. Determination of serious damage shall be made by the protest committee.

12. TIME LIMIT:

None.

13. RETIREMENT:

Any boat withdrawing from the race shall break out her ensign and lower her class flag. At the first opportunity, she SHALL report her withdrawal to the race committee on VHF Channel 05A, or by email to vineyardrace@stamfordyc.com.

14. PROTESTS AND REQUESTS FOR REDRESS:

- 14.1 In addition to all other requirements of rule 60.2, a boat intending to protest shall, promptly after finishing, so notify the race committee over VHF Ch 05A.
- 14.2 Protests and requests for redress shall be filed online via the [Owner's Page on YachtScoring](#) within four hours of the protestor's finish time or by 0900 for boats finishing between 2200 and 0500.
- 14.3 The protest committee will attempt to notify the parties by telephone, text, or email.
- 14.4 Protest hearings will be held at the Stamford Yacht Club or by online meeting (e.g. Zoom) at a time to be determined and mutually acceptable to the parties involved. This changes rule 63.1(a)(4).
- 14.5 Protests involving potential trophy winners will be heard as soon as practicable after the boats involved have finished. Protests for other boats will be heard beginning at 1200 on Sunday for all boats finished by that time. Special arrangements will be made for later finishing boats.

15. SCORING:

- 15.1 In classes sailing in PHRF rating system, corrected times will be calculated using PHRF Time-on-Time scoring. A boat's corrected time will be her elapsed time multiplied by $(650/(550 + \text{YRALIS PHRF Distance Rating}))$.
- 15.2 [NP] ORC classes, including double-handed, will be scored using one of the valid USA ORC scoring options. The Race Committee will announce by VHF radio, at or prior to the Warning Signal, scoring option it intends to use for the race. Note that the RC may change the selected ORC scoring option if there has been a material change in conditions during the race.
~~Race results in the ORC division are intended to be determined by corrected times calculated by applying the ToT Time Correction Factor as produced by ORC's Weather Routing Scoring (WRS). The list of ratings will be published on the Official Notice Board and emailed to entrants no later than 2 hours before the start.~~
 - 15.2.1 ~~If, before the start, conditions for the race appear to significantly differ from those used to produce the WRS values, or exceptional circumstances (e.g. technical issues, ORC WRS/prediction system outages) prevent the timely calculation of WRS-based TCFs, the race results will be determined using one of the valid USA ORC scoring options. The Race Committee will announce via VHF radio at, or prior to, the Warning Signal of the ORC class(es), only if it intends to use an alternative scoring option for the race.~~
 - 15.2.2 The decision on the scoring method and scoring parameters used for the race, and any subsequent changes thereto, will be at the sole discretion of the Race Committee. This includes the length of the course, and the wind details such as strength and direction. These will not be grounds for a request for redress by a boat. This changes RRS 60.1 (as changed in NOR §1.2.5).
- 15.3 Multihulls will be scored using NEMA Time-on-Time ratings.
- 15.4 The overall Vineyard Lightship Trophy will be awarded to the best corrected time in the ORC Fleet.
- 15.5 [Teams](#) will be scored using the total of each team member's percentage placement in their respective class.

- 15.6 The Corinthian Challenge winner will be determined by the best combined scores in class and fleet (ORC or PHRF.)
In the case of a low-point tie, the winner will be the boat with the lowest corrected time regardless of rating system.
This changes rule A7.

16. SAFETY AND RESPONSIBILITY:

[NP] In the event that a boat assists another vessel or crew in distress, and the assisting boat wishes to continue in the Race, the boat may do so provided that, in rendering assistance, with or without the use of the engine, the boat shall return promptly to the position on the course at which the Race was interrupted and resume the Race from that point. The boat shall, promptly upon finishing, report to the Race Committee all details of the assistance rendered and supply extracts from her log showing her position at time of rendering assistance, names of other competing boats in the vicinity, time spent in giving such assistance, and any other details regarding assistance rendered which might affect the boat's standing in the Race. Upon receiving and verifying the foregoing information, the Race Committee, with or without a hearing, may at its discretion record such boat as an official finisher and subtract such time from the boat's elapsed time as may be deemed fair under the circumstances. This modifies 61.4(a). (The Vineyard Race adopts "[Safety Guidelines and Rendering Assistance](#)" as published by Storm Trysail Club.)

17. PRIZES AND RECEPTION:

- 17.1 A reception and awards gathering is scheduled for 1700 on Sunday, September 6, 2026 at the Stamford Yacht Club. All skippers, crew and guests are invited. Dress is nice casual, there is no fee.

18. RISK ASSESSMENT:

Competitors participate entirely at their own risk. See rule 3, Decision to Race, and are reminded of the Disclaimer of Liability as stated in NOR §13 and to which they agreed.

Vineyard Race Committee (vineyardrace@stamfordyc.com)

Chairman: John Gianukakis

Principal Race Officer: John J. Troy

Race Operations: Rick Brook

Stamford Yacht Club

Commodore: Claudia P. Recker

Vice Commodore: John Greifzu, Jr.

Rear Commodore: James D. Calver

Fleet Captain: James (Jay) Keeshan