



Milford Yacht Club Invitational Challenge for the Boardman Cup

Saturday, July 25, 2026

Sailing Instructions

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 RRS- 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

1.3 The Regulations of the Eastern Connecticut Sailing Association Offshore Racing Circuit and the PHRF of Eastern Connecticut apply.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any changes to the Sailing Instructions, will be posted before 10:00 a.m. on the day of the race, accompanied by the display of Flag "L" on the Race Committee (RC) signal vessel at dock.; except that any change to the schedule of races will be posted by 4:00 p.m. on the day before it will take effect.

2.2 Copies of the Notice of Race, Sailing Instructions and Scratch Sheet will be available at the RC signal vessel prior to departure to the race course.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the Official Notice Board at <https://www.yachtscoring.com> and at the board adjacent to the MYC Dock Office

3.2 On the water, the RC intends to monitor and communicate with the competitors on VHF ch 72. This includes courtesy information: time checks, starting order of classes, courses, changes to the courses, shortening, postponement, starting signals and recalls. The RC will also announce, by radio, the ECSA PHRF Handicap rating,

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 is not available to all boats.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore, including Flag "L," will be displayed on the RC boat at the dock.

4.2 When Pennant "AP" (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. Up to two races may be sailed.

5.2 To alert boats 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.

5.3 The RC signal vessel will display flag "A" (with no sound) while boats are finishing to signal that there are no more races today.

6 CLASS FLAGS

Class flags will be:

Class 1	Numerical Pennant 1
Class 2	Numerical Pennant 2
Class 3	Numerical Pennant 3
Class Viper 640	VIPER FLAG

7 STARTING AREA & CHECK IN

7.1 The starting area will be in the general vicinity of Charles Island.

7.2 [NP] With the anchored Signal vessel displaying Flag “L”, boats with mainsails raised shall check in by passing in close proximity and hail their sail numbers until acknowledged by the RC.

8 COURSES

For PHRF Fleet

8.1 The RC may designate a different course for one or more of the classes.

8.2 No later than posting the course board and the warning signal for each race, spinnaker classes only, the ECSA PHRF handicap rating to be used to score this race; designated either WINDWARD/LEEWARD (W/L) or RANDOM LEG (R/L) will be displayed. After the warning signal, this course designation shall not change.

8.3 Courses will be displayed 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 SI rule 9. These may be government navigational aids (D-Z) or inflatable buoys (S and A).

8.4 The number 1, 2 or 3 following the mark letters means the course is to be sailed 1, 2 or 3 times around.

8.5. 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.

8.6 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.

8.7 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.

For Viper 640 Fleet

8.2 V. The course will be displayed by the Signal vessel before the warning signal on a white board. The course will be windward leeward configuration with the weather mark V⁶⁴⁰, as described in SI Rule 9 and “S” the start/finish and leeward mark.

8.3.V The number 1, 2 or 3 following the mark letters means the course is to be sailed 1, 2 or 3 times around.

8.4.V The marks shall be rounded to port.

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

8.4 Course white board example

1 2	3	V640	Class
A W D A S	A W D A S	V ⁶⁴⁰ S V ⁶⁴⁰	Marks and order of rounding
2	1	2	Number of complete circuits
125°	125°	125	Approx. bearing to Mark “A”
1.25nm	1.25nm	0.75nm	Approx. Distance to Mark “A”

9,,MARKS

9.1 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.

S - Starting Mark & Finishing Mark

A - Special Mark (inflatable orange or yellow tetrahedron)

D - Charles Island Lighted Buoy “16” Fl R 4s (LL Nr 21225)

E - Charles Island Can “1” (LL Nr 24300)

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

H - Housatonic River Entrance Channel Lighted Bell Buoy “1” Fl G 2.5s (LL Nr 24355)

K - Racing mark located about 1150 yards due east of Charles Island, about 41° 11.41' N - 073° 02.425' W
N - Milford Harbor Channel Lighted Buoy "4" Fl R 4s (LL Nr 24305)
P - Pond Point Shoal Nun "12" (LL Nr 21220)
R - Stratford Point Lighted Bell Buoy "18" Fl R 4s (south of Point No Point) (LL Nr 21245)
T - Townshend Ledge Lighted Bell Buoy "10A" Fl R 4s (LL Nr 21190)
W – Welch's Point Nun "2" (LL Nr 24295)
X - Stratford Shoal (Middle Ground) Can "1" (LL Nr 21250)
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" Fl R 6s (LL Nr 24080); east end marker is: New Haven Light Fl W 4s (LL Nr 24075)
V⁶⁴⁰ – Special weather mark for Viper class only, a tall yellow cylinder

9.2 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.

9.3 Except when being rounded as a mark of the course, Charles Island Lighted Buoy "16," Charles Island Can "1", Welch's Point Nun "2," and Pond Point Shoal Nun "12" shall be passed to seaward.

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 a 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 boat and the course side of 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 during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 61.1(a)

10.6 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 RC 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 61.1(a).

11 CHANGE OF NEXT LEG OF THE COURSE

11.1 If a change of the next leg of a course involves special Mark "A", the RC 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 at one end and the course side of the finishing mark.

13 TIME LIMIT

13.1 The time limit for each PHRF class will be 4 hours. If no boat finishes within the time limit for that class, the race committee shall abandon that class race.

13.2 For each PHRF class, the finishing window, 90 minutes, is the time for boats to finish after the first boat in the class sails the course. Boats starting but failing to sail the course within the 90 minute Finishing Window and not subsequently retiring, penalized or given redress, will be scored 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 sailed the course within the finishing window and was not penalized under RRS 30.3 or 30.4. This changes RRS Rule 35, A5.1, A5.2 and A10.

13.3 The race time limit for Viper 640 class will be 60 minutes. If no boat finishes within the time limit for that class, the race committee shall abandon that class race.

13.4 The finishing time window for Viper 640 class, 15 minutes, is the time for boats to finish after the first boat in the class sails the course. Boats starting but failing to sail the course within the 15 minute Finishing Window and not subsequently retiring, penalized or given redress, will be scored 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 sailed the course within the finishing window and was not penalized under RRS 30.3 or 30.4. This changes RRS Rule 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 60.2.

14.2 **The Protest Time Limit** shall be 30 minutes after the Race Committee boat docks. Hearing Requests (Protests) shall be in writing and shall be delivered to the Race Committee at the MYC dock or at the docking time and protest time limit will be posted on the Official Notice Board and on the Notice Board adjacent to the MYC Dock Office.

14.3 Hearing Request Forms are available at the RC 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 Protest Time Limit to inform boats of a protest and also any scores determined by the race committee

14.5 Requests for redress and requests to reopen a hearing must be delivered to the Race Committee within 30 minutes after hearing results or regatta scoring results have been posted. This modifies RRS 61.2 and 63.7.

15 SCORING

15.1 Races will be scored and corrected times determined using a PHRF-based “time-on-time” system. Each boat's series score, if two races are sailed, will be the total of her race scores. No races shall be excluded. In compliance with ECSA Guidelines for distribution of race results to all competitors, regatta results may be announced during the post-race get-together, and will be posted on the Official Notice Board <https://yachtscoring.com> and on the deck of the MYC clubhouse as soon as possible after the race.

16 SAFETY REGULATIONS

[NP] A boat that withdraws from a race shall notify the Race Committee as soon as possible, via hail or via VHF ch 72.

17 INSURANCE

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 AWARDS

18.1 The Boardman Cup will be awarded to the club whose top three finishing spinnaker boats total the lowest score based on class finishes.

18.2 Class awards will be presented to the top two boats in each class.

19 RISK STATEMENT

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, but are not limited to strong winds, sudden changes in the weather, failure of equipment, boat handling errors, and 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, hypothermia or other causes.**