



2026 New England 100

August 21-22, 2026
Narragansett Bay, Rhode Island

SAILING INSTRUCTIONS

Contacts:

Event Chair:	Chris Payne	609-204-5276	paynester2@gmail.com
RC PRO:	Cushing Anderson	617-510-1955	cushing.anderson@gmail.com
RC Boat Captain:	Rachel Setareh	914-334-8098	rsetareh.21@gmail.com
Hobie 16 POC	Christopher Dutton	860-930-8764	fleet448@gmail.com
NEMA POC	Avram Dorfman	401-225-4545	dorfman@est.org
Venue:	Sail Newport	401-846-1983	
U.S. Coast Guard:	VHF Channel 16	Race Committee: VHF Channel 79	

1 Organizing Authority

1.1 Narragansett Adult Athletic Sailing Association ([NAASA](#))

2 Rules

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

3 Notices to Competitors

3.1 Notices will be posted on the Official Notice Board (yachtscoring.com). There will be no physical notice board for this regatta.
3.2 Official announcements will be broadcast on the [NE100 WhatsApp group](#). The RC intends to make broadcasts at the following times and others as appropriate:
SATURDAY: 1000
SUNDAY: 1000
3.3 Sailors are strongly encouraged to monitor VHF channel 79 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. This changes RRS 62.1(a).
3.4 Courtesy communications will be made in the [NE100 WhatsApp group](#)

4 Changes to the Sailing Instructions

4.1 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).
4.2 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.

5 Schedule of Races

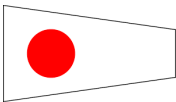
5.1 Refer to the NOR for scheduling information.

6 Signals Made Ashore

- 6.1** Signals made ashore will be communicated verbally as well as through [NE100 WhatsApp Group](#).
- 6.2** When flag AP is displayed ashore “1 minute” is replaced with “not less than 60 minutes” in race signal AP.

7 Class Flags

- 7.1** There will be three fleets:

Class Flag	Class
	NEMA Multihulls
	Formula 18 / Open Spinnaker
	Hobie 16

8 Race 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 Point Judith, and the Sakonnet River. (Chart 13221_1 (Narragansett Bay RI-MA))

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 to the WhatsApp group 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 79.
- 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 10 of her boat lengths. DOES NOT APPLY AT R “12” (SW of Rose Island) OR BRIDGE SUPPORTS. This applies to marks specified as “round” and not keep, pass, etc.
- 10.3** Bridges rank as gates, and shall be crossed as follows:

- 10.3.1 Pell Newport Bridge: Sail under the 3 center spans (defined as the tallest portions of the bridge). The four tallest bridge supports are marks of the course.
- 10.3.2 All other bridges: Sail 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 Start

- 12.1 The starting line will be between the staff displaying an orange flag on the RC vessel and an orange mark.
- 12.2 Intended starting order shall be 1) NEMA 2) F18/Open Spinnaker 3) H16
- 12.3 A boat shall not start later than five (5) 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.
 - 13.1.3 In the event flags shown are different than stated above, come within hail of the RC vessel for further communication. Failure to fly noted flags or hear such a hail shall not be grounds for a request for redress by a boat. This changes RRS 62.1(a).
- 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 R"12", southwest of Rose Island.
- 14.2 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.
- 14.3 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.

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 by the applicable handicap system (NEMA, Portsmouth DPN numbers, H16). 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 79 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 Safety and Safety Equipment

- 20.1** Boats are required to check in at the Race Committee (RC) Signal Vessel before the start of the race each day.
- 20.2** Boats must inform the RC (on VHF channel 79 or via cell phone) immediately upon retiring or making any change of plans other than completing the race course.
- 20.3** Beach catamaran competitors shall wear high-vis rash guards as outer layer
- 20.4** Refer to the NOR for additional safety requirements (including required equipment and inspections).
- 20.5** Lost Safety Equipment:
- 20.5.1 A boat that loses safety equipment while racing shall report this to the RC prior to the end of the protest time limit.
- 20.5.2 If self-reported, the penalty shall be SCP for that day's race.
- 20.5.3 If not reported (and found via inspection or protest), the penalty shall be DSQ from that day's race.
- 20.5.4 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.
- 20.5.5 Refer to SI 18.2 for penalty scoring calculations.

21 Risk Statement

- 21.1** 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.**

22 Disclaimer of Liability

- 22.1** By participating in this series and any related activity sponsored or undertaken by NAASA originating at Sail Newport or elsewhere, 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.