

**Nautilus Cup in Honor of Heike Neumeister, PhD  
Morris Yacht Club & City Island Oyster Reef  
2024**

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 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by an announcement by the race committee on VHF channel 68.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at <https://www.cioysterreef.org/waterjubilee/>.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 68.
- 3.3 The following communications may be made by the race committee on VHF channel 68:
- Course
  - Individual recall
  - Shortened course
- 3.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

#### 4 SCHEDULE OF RACES

- 4.1 The scheduled time of the warning signal for the first race is 1355.
- 4.2 Five minutes prior to the warning signal for the first race, race committee will sound six short horn blasts. This changes RRS 26.

#### 5 RACING AREA

- 5.1 SI Addendum A shows the location of the racing area.

#### 6 COURSES

- 6.1 The course will be determined by the Principal Race Officer and Race Committee prior to the start of the race. No later than the warning signal, the race committee signal vessel will display the course.
- 6.2 The table in SI Addendum B shows the compass course and approximate distance between each mark.

#### 7 MARKS

- 7.1 Marks will consist of a combination of government marks and fixed non-government buoys set by Big Tom Yacht Racing. Descriptions and approximate locations of the marks are shown in the below table.

MARK	Type	Description	Latitude (North)	Longitude (West)
S	BTYR	Fixed BTYR start mark	40 49.695	73 47.437
A	BTYR	Private BTYR mark east of Throgs Neck Bridge Causeway	40 48.908	73 47.500
B	Gov't	Big Tom red buoy "2"	40 49.972	73 47.360
C	Gov't	Cuban Ledge mid channel marker red/green "CL"	40 50.083	73 47.958
G	Gov't	Gangway Rock green gong "27"	40 51.497	73 44.808
H	BTYR	Private BTYR mark SSW of Hart Island	40 50.535	73 6.310
K	Gov't	Fort Schuyler red bell "48"	40 48.183	73 47.250
L	Gov't	Main channel mark south of Big Tom - red nun "46A"	40 49.443	73 47.165
N	BTYR	Private BTYR mark in Little Neck Bay	40 48.183	73 46.172
P	BTYR	Private BTYR mark off Kings Point	40 48.885	73 46.212
R	BTYR	Private BTYR mark off mouth of Weir Creek	40 49.528	73 48.162
T	Gov't	Hewlett Point green buoy "29"	40 50.503	73 45.333

#### 8 OBSTRUCTIONS

- 8.1 The following areas are designated as obstructions:

The triangle between Big Tom red buoy "2", Big Tom red nun "4" and the tip of City Island

The area behind Stepping Stones Lighthouse

## 9 THE START

- 9.1 Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.
- 9.2 The starting line is between fixed yellow start buoy "S" and an orange flag on the committee boat.
- 9.3 Prior to the start, each yacht shall come by the stern of the signal vessel to check in by stating her name and sail number. Check in by VHF radio is not permitted and will not be acknowledged.
- 9.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 9.5 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. 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 redress for request. This changes RRS 62.1(a).

## 10 CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1 To change the next leg of the course, the race committee will announce the new mark and the direction to which it should be rounded on VHF 68.

## 11 THE FINISH

- 11.1 The finishing line is between the start mark "S" and the orange flag on the committee boat – a blue flag will NOT be used. This changes RRS "Other Signals."
- 11.2 In the event of a shortened course, the race committee will make the appropriate signals as required by RRS and will make an announcement on VHF Channel 68.

## 14 PENALTY SYSTEM

- 14.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

## 15 PROTESTS

- 15.1 All racers should be familiar with the protest, redress and hearings procedures outlined in RRS Part 5.
- 15.2 The protest time limit is 30 minutes after the last boat finishes the race or the

race committee signals no more racing today, whichever is later.

- 15.3 Protest forms are available at <https://www.cioysterreef.org/waterjubilee/>.
- 15.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at the Morris Yacht Club beginning at the time posted.
- 15.5 RRS 62.2(a) and 66.2(a) do not apply.

## 16 SCORING

- 16.1 Scoring will be calculated using the Time on Time (ToT) method. The standard time-on-time fraction for windward/leeward general conditions racing is  $TCF = 650 / (550 + \text{PHPR rating})$ . For a random-wind-direction race, especially in heavy winds, the factors are  $600 / (480 + \text{PHRF})$ .
- 16.2 One race is required to be completed to constitute a series.
- 16.6 Rule A5.3 applies.

## 17 SAFETY REGULATIONS

- 17.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

## 18 PRIZES

- 18.1 The Nautilus Cup will be awarded to the top finisher.

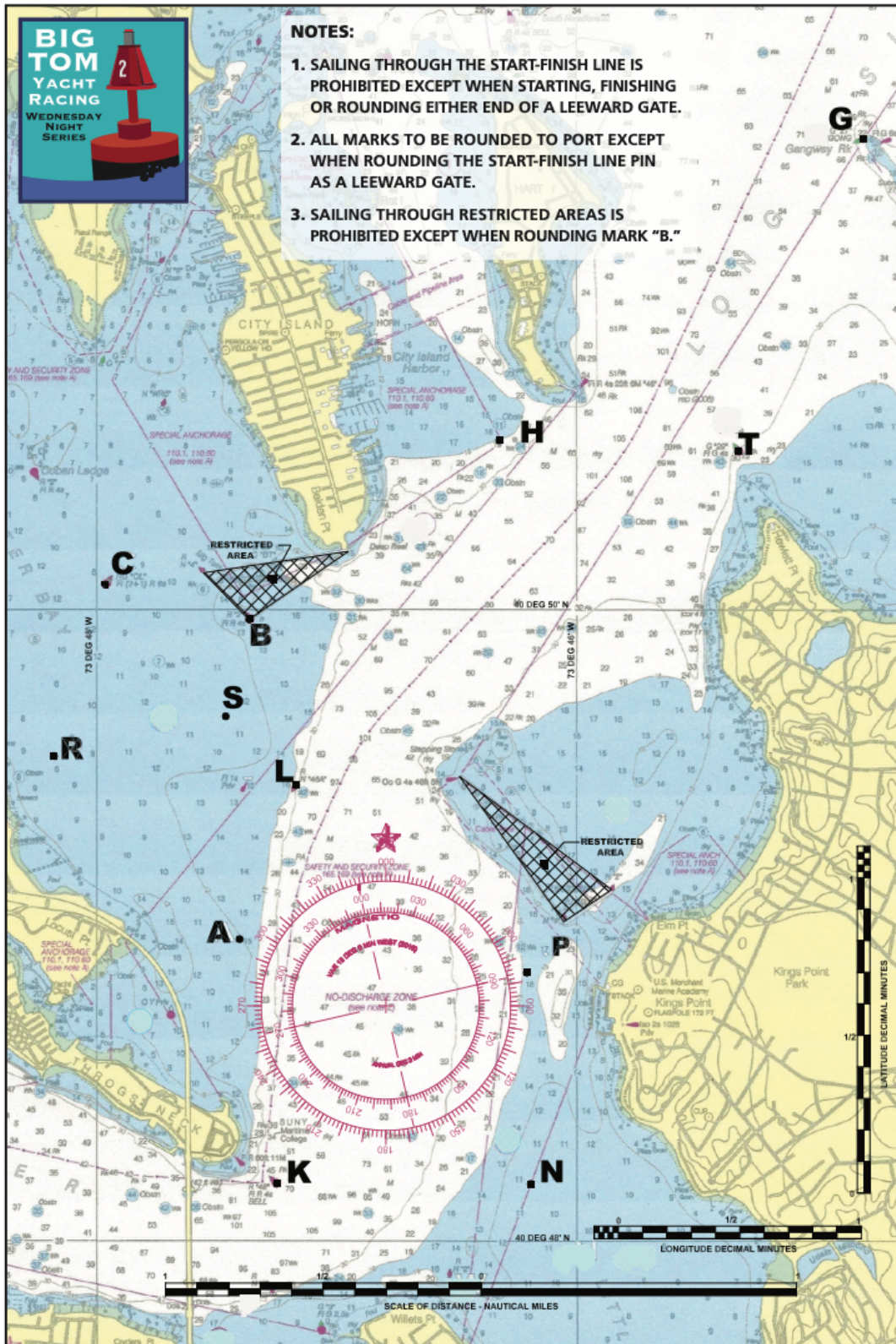
## 19 RISK STATEMENT

- 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.**

## 20 INSURANCE

- 20.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$100,000 per incident or the equivalent.

# Appendix A



## Appendix B

### Table of Approximate Distance and Magnetic Bearing Between Marks

		From										
From To	S	A	B	C	G	H	K	L	N	P	R	T
S		0.79 nm 016°	0.28 nm 204°	0.55 nm 147°	2.70 nm 240°	1.20 nm 236°	1.52 nm 007°	0.33 nm 333°	1.79 nm 340°	1.23 nm 323°	0.58 nm 085°	1.79 nm 256°
A	0.79 nm 196°		1.07 nm 198°	1.23 nm 176°	3.30 nm 231°	1.86 nm 221°	0.75 nm 358°	0.59 nm 218°	1.24 nm 318°	0.98 nm 284°	0.80 nm 153°	2.29 nm 238°
B	0.28 nm 024°	1.07 nm 018°		0.47 nm 116°	2.47 nm 244°	0.98 nm 247°	1.79 nm 010°	0.54 nm 356°	2.00 nm 346°	1.40 nm 334°	0.75 nm 066°	1.63 nm 263°
C	0.55 nm 327°	1.23 nm 356°	0.47 nm 296°		NOT POSS	NOT POSS	1.98 nm 357°	0.88 nm 329°	2.32 nm 337°	1.79 nm 325°	0.57 nm 029°	NOT POSS
G	2.70 nm 060°	3.30 nm 051°	2.47 nm 064°	NOT POSS		1.49 nm 062°	3.80 nm 042°	2.72 nm 054°	NOT POSS	NOT POSS	3.22 nm 065°	1.06 nm 034°
H	1.20 nm 056°	1.86 nm 041°	0.98 nm 067°	NOT POSS	1.49 nm 242°		2.46 nm 030°	1.26 nm 044°	NOT POSS	NOT POSS	1.73 nm 067°	0.75 nm 285°
K	1.52 nm 187°	0.75 nm 178°	1.79 nm 190°	1.98 nm 177°	3.80 nm 222°	2.46 nm 210°		1.27 nm 195°	0.81 nm 282°	1.05 nm 241°	1.52 nm 165°	NOT POSS
L	0.33 nm 153°	0.59 nm 038°	0.54 nm 176°	0.88 nm 149°	2.72 nm 234°	1.26 nm 224°	1.27 nm 015°		1.46 nm 342°	0.92 nm 323°	0.77 nm 109°	1.75 nm 246°
N	1.79 nm 160°	1.24 nm 138°	2.00 nm 166°	2.32 nm 157°	NOT POSS	NOT POSS	0.81 nm 102°	1.46 nm 162°		0.69 nm 191°	2.02 nm 144°	NOT POSS
P	1.23 nm 143°	0.98 nm 104°	1.40 nm 154°	1.79 nm 145°	NOT POSS	NOT POSS	1.05 nm 061°	0.92 nm 143°	0.69 nm 011°		1.63 nm 126°	NOT POSS
R	0.58 nm 265°	0.80 nm 333°	0.75 nm 246°	0.57 nm 209°	3.22 nm 245°	1.73 nm 247°	1.52 nm 345°	0.77 nm 289°	2.02 nm 324°	1.63 nm 306°		2.37 nm 258°
T	1.79 nm 076°	2.29 nm 058°	1.63 nm 083°	NOT POSS	1.06 nm 214°	0.75 nm 105°	NOT POSS	1.75 nm 066°	NOT POSS	NOT POSS	2.37 nm 078°	

1. The course boxes shaded in yellow indicate that the rhumb line course between the marks **CANNOT BE SAILED DIRECTLY** as it crosses land, rocks, shallows, restricted areas or other obstructions. Use these courses with **CAUTION !!!**

2. The above is provided for convenient guidance only. It is **NOT TO BE USED FOR NAVIGATION!**. The skipper of each vessel remains solely responsible for the safe navigation of their vessel.

Appendices A and B reproduced with permission from City Island Yacht Club's Big Tom Wednesday Night Series.