



2026 New England SOLO/TWIN Championships

SAILING INSTRUCTIONS JULY 24 TO JULY 26, 2025

Organizing Authority (OA): Newport Yacht Club
Newport, Rhode Island
Recommended Charts: 13205; 13218; 13223

1. Rules

1.1 The race is organized by the Newport Yacht Club. The race will be governed by the Racing Rules of Sailing (RRS) 2025-2028, the prescriptions of *US Sailing* Racing Rules, the Rules of the Road (refer to Coast Guard COLREGS), the Notice of Race and these Sailing Instructions, including any additions, changes, or amendments of any of the aforementioned.

1.2 The notation '[DP]' in a rule of the sailing instructions (SIs) means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

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).

2. Entries

Eligible yachts may be entered by completing registration with the organizing authority, New England SOLO/TWIN Championships, c/o Newport Yacht Club, 110 Long Wharf, Newport, RI 02840.

3. Notices to Competitors

Notices to competitors will be posted on the duty desk bulletin board at Newport Yacht Club.

4. Changes in Sailing Instructions/Skippers' Meeting

4.1 Additional sailing instructions or changes to the sailing instructions will be issued by the race committee at the Skippers' Meeting.

4.2 The Skippers' Meeting will be held at Newport Yacht Club at 0900 on Friday. ALL competitors (co-entrants) are required to attend the Skippers' Meeting.

5. Schedule of Race

5.1 The Warning Signal for the first class will be at 1155 on Friday.

5.2 Scratch sheets with lists of classes, code flag designations for each class, and class starting times will be distributed at the Skippers' Meeting.

6. The Courses

6.1 Classes in each division will sail one of the following seven courses or alternately the seven Reverse courses (paragraph 6.3). The courses will be announced at the Skipper's Meeting and by Race Committee at the class warning.

6.2 The courses for this race shall be as follows:

COURSE A: from the start the course is southward,

1. leaving R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735 at*) to port;
2. thence to Virtual Mark 1 at 40-38-00N / 071-37-00W, leaving it to port;
3. thence to Virtual Mark 2 at 40-43-00N, 071-11-00W, leaving it to port;
4. thence leaving R “2” Fl R 4s WHIS (3.3 nm south of Point Judith; *Light List #19460*) to starboard;
5. thence to the finishing line. Distance 120nm.

COURSE B: from the start the course is southward,

1. leaving R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735*) to port;
2. thence to R “32” Fl R 2.5s WHIS buoy 5.3 west of Gay Head (*Light List # 15613*), leaving to port;
3. thence leaving G “5” WHIS (3.4nm SE of G “1BI”; *Light List #19685*) to starboard;
4. thence to the finishing line. Distance: 103 NM.

COURSE C: from the start the course is southward,

1. leaving R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735*) to port;
2. thence to R “32” Fl R 2.5s WHIS buoy 5.3 west of Gay Head (*Light List # 15613*), leaving to port;
3. thence leaving R “2” Fl R 4s WHIS (3.3 nm south of Point Judith; *Light List #19460*) to starboard;
4. thence to the finishing line. Distance: 93 NM.

COURSE D: from the start the course is southward,

1. leaving R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735*) to port;
2. thence to the Buzzards Bay Light Tower Fl W 2.5s (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON*), leaving it to port;
3. thence to RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*), leaving it to starboard;
4. thence to the finishing line. Distance: 77.2 NM.

COURSE E: from the start the course is southward,

1. leaving G “5” WHIS (3.4nm SE of G “1BI”; *Light List #19685*) to port;
2. thence to R “32” Fl R 2.5s WHIS buoy 5.3 west of Gay Head (*Light List # 15613*), leaving to port;
3. thence to RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*), leaving it to starboard;
4. thence to the finishing line. Distance: 70 NM.

COURSE F: from the start the course is southward,

1. leaving G “1BI” Fl G 4 sec Bell (1.5 NM north of Sandy Point, Block Island, *Light List #19475*) to port;
2. thence to the Buzzards Bay Light Tower Fl W 2.5s (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON*), leaving it to port;
3. thence to RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*), leaving it to starboard;
4. thence to the finishing line. Distance: 65 NM.

COURSE G: from the start the course is southward,

1. leaving R “2” Fl R 4s WHIS (3.3 nm south of Point Judith; *Light List #19460*) to port;
2. thence to R “32” Fl R 2.5s WHIS buoy 5.3 west of Gay Head (*Light List # 15613*), leaving to port;
3. thence to RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*), leaving it to starboard;
4. thence to the finishing line. Distance: 60 NM.

6.3 Based on wind and/or weather conditions and forecasts, the Race Committee reserves the right to reverse the direction of the courses described in Paragraph 6.2. Should this decision be made, the courses shall be as follows, and will be identified at the Skipper’s Meeting:

REVERSE COURSE A: from the start the course is southward,

1. thence leaving R “2” Fl R 4s WHIS (3.3 nm south of Point Judith; *Light List #19460*) to port;
2. thence to Virtual Mark 2 at 40-43-00N, 071-11-00W, leaving it to starboard;
3. thence to Virtual Mark 2 at 40-43-00N, 071-11-00W, leaving it to starboard;
4. thence to R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735 at*) to port;
5. thence to the finishing line. Distance 120nm.

REVERSE COURSE B: from the start the course is southward,

1. leaving G “5” WHIS (3.4nm SE of G “1BI”; *Light List #19685*) to port;
2. thence to R “32” Fl R 2.5s WHIS buoy 5.3 west of Gay Head (41-22-04.917N, 070-57-25.091W, *Light List # 15613*), leaving to starboard;
3. thence to R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735*) leaving it to starboard;
4. thence to the finishing line. Distance: 103 NM.

REVERSE COURSE C: from the start the course is southward,

1. leaving R “2” Fl R 4s WHIS (3.3 nm south of Point Judith; *Light List #19460*) to port;
2. thence to R “32” Fl R 4s 2.5s WHIS buoy 5.3 west of Gay Head (*Light List # 15613*), leaving to starboard;
3. thence to R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735*) leaving it to starboard;
4. thence to the finishing line. Distance: 93 NM.

REVERSE COURSE D: from the start the course is southward,

1. leaving RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*) to port;
2. thence to the Buzzards Bay Light Tower Fl W 2.5s (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON*), leaving it to starboard;
3. thence to R “4” Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island; *Light List #19735*) , leaving it to starboard;
4. thence to the finishing line. Distance: 77.2 NM.

REVERSE COURSE E: from the start the course is southward,

1. leaving RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*), leaving it to port;
2. thence to R “32” Fl R 2.5s WHIS buoy 5.3 west of Gay Head (*Light List # 15613*), leaving to starboard;

3. thence to G “5” WHIS (3.4nm SE of G “1BI”; *Light List #19685*) to starboard;
4. thence to the finishing line. Distance: 70 NM.

REVERSE COURSE F: from the start the course is southward,

1. leaving RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*) to port;
2. thence to the Buzzards Bay Light Tower Fl W 2.5s (*Light List #15985; description: tower on red square on 3 piles with a large red tube in center with the word BUZZARDS on the side; the tower has a RACON*), leaving it to starboard;
3. thence to G “1BI” Fl G 4 sec Bell (1.5 NM north of Sandy Point, Block Island, *Light List #19475*), leaving it to starboard;
4. thence to the finishing line. Distance: 65 NM.

REVERSE COURSE G: from the start the course is southward,

1. leaving RW “NB” LIGHTED WHISTLE BUOY Mo (A) W AIS: MMSI 993672153 (4.25 NM southwest of Brenton Point; *Light List #17675*), leaving it to port;
2. thence to R “32” Fl R 2.5s WHIS buoy 5.3 west of Gay Head (*Light List # 15613*), leaving to starboard;
3. thence to R “2” Fl R 4s WHIS (3.3 nm south of Point Judith; *Light List #19460*) to starboard;
4. thence to the finishing line. Distance: 60 NM.

6.3 Competitors are encouraged to review Appendix A, which describes and defines the Exclusion Zone in the area of Cox Ledge. Competitors shall not enter the Exclusion Zone area designated as an obstruction in Appendix A while racing.

6.3.1 The OA may, at their discretion, assign a time penalty up to one hour for boats which enter the Exclusion Zone.

7. The Start

7.1 The starting line is between an orange flag on the race committee boat at one end of the line and an orange or yellow inflatable marker buoy (pin nearer to Goat Island), in vicinity west of Goat Island.

7.2 Races will be started in accordance with RRS Racing Rule 26 with the warning signal given 5 minutes before the start.

7.3 The Starting Signal will be the Warning for the next class to start and will be signified by the raising of the appropriate Class Code Flag (and its Course announced on VHF 72).

1155 Hours	Warning signal for CLASS 1
1200	Start of CLASS 1; Warning signal for the next Class
1205	Start of Class 2; Warning signal for the next Class
1210	Start of Class 5; Warning signal for the next Class
1215	Start of Class 4

7.4 A yacht whose Warning Signal has not been made shall keep clear of the starting area and of all yachts whose Warning Signal has been made.

7.5 One end of the Starting line will be the committee boat which may have an orange buoy attached to its stern by a line (keep off buoy). The orange buoy and its attachment line are parts of the mark.

7.6 Prior to the first Warning Signal, each competitor is requested to check-in with the race committee by sailing across the committee boat's stern or via VHF 72. After the first Warning Signal, competitors may check-in with the committee as they enter the starting area for their starting sequence only. Failure to check in will not be grounds for disqualification.

8. Recalls

8.1 Individual Recalls will be signaled by International Code Flag “X” and a sound signal for yachts over early. The Race Committee will *attempt* to notify each yacht recalled via VHF on Channel 72. However, it is each yacht’s individual responsibility to start correctly. When a General Recall has been signaled, starts for succeeding classes will be postponed accordingly. See RRS 29.1.

8.2 General Recall will be signaled by International Code Flag “First Substitute”, accompanied by two sound signals, and indicates that the class is recalled for a new start. **When a General Recall has been signaled, starts for succeeding classes will be postponed accordingly.** See RRS 29.2.

9. Postponements

Postponement will be indicated by International Code Flag “AP” (Answering Pennant) accompanied by two sound signals. Postponements will be for an indefinite number of five-minute periods. One minute after the lowering of International Code Flag “AP”, which will be accompanied by one long sound signal, the Warning Signal will be made.

10. Race Log/Acknowledgment of Proper Course Completion

10.1 Each entrant must keep a complete and legible Race Log, which is provided with these sailing instructions. In this Race Log, the following must be recorded:

- The rounding time of each mark of the yacht’s course (24 hour based, just hours and minutes).
- The GPS *time* of the yacht’s finish (24 hour based).
- Times and duration of engine operation.
- Any other information which the entrant deems pertinent.

10.2 Each entrant must sign and surrender his/her Race Log/Acknowledgment of Proper Course Completion (included with these Sailing Instructions) to the duty desk at Newport Yacht Club by **0900** hours on Saturday OR *within two hours of the yacht’s finish, whichever time is later.* The Race Log/Acknowledgment sheet must be signed by the skipper of SH yachts and by BOTH co-entrants of DH yachts. Or the Race Log may be text/emailed (for example a picture taken of it by a cell phone and texted to **401-862-7125** or emailed to roy@royguay.net). *If the completed Race Log/Acknowledgment sheet is not received by the yacht’s deadline, the entrant will be scored as DNF.*

10.3 It is appreciated if the finish time is reported to the Race Committee shortly after finishing via either VHF 72 or cell phone to the Duty Desk phone. Skippers are solely responsible for taking their own finishes and mark roundings in their Race Logs. The finish time on the Race Log is the official finish time.

11. Reporting

11.1 Each competitor is required to announce mark roundings (VHF channel 72) within 15 minutes *before or after* each mark rounding, reporting which mark of the course the vessel is rounding.

11.2 In addition, it is recommended that a cell phone may be used, if there is no response to the VHF hail by the Race Committee, to call the Newport Yacht Club **401-619-4936 for the Solo/Twin Race Desk** and if busy leave a voice message. Email roy@royguay.net may be used after VHF hail. At all other times, competitors are encouraged to monitor VHF channel 13, 16 as well as 72. **For problems call or text Roy Guay’s cell phone 401-862-7125.**

11.3 Each competitor should also *attempt* to contact (VHF or call) the race committee when they are approximately **30 minutes from their finish.** SOLO/TWIN Race Committee members at the duty desk at Newport Yacht Club and in fixed positions around the course (if available) will be monitoring VHF channel 72 for the duration of the race. Entrants are requested to contact the race committee with their finish times (shortly after finishing).

11.4 If competitors wish to engage in “chats,” it is requested that they switch off to another channel and keep VHF Channel 72 free for reporting purposes.

12. Withdrawal

In the event a vessel withdraws from the race, for whatever reason, the skipper must notify the Race Committee on VHF channel 72 or via phone immediately. If the need warrants it, this message may be reported to a competitor and conveyed to the Race Committee.

13. The Finish

13.1 The finish line is defined by the Castle Hill Lighthouse, Light List #17795, at the East end and a line heading out 300°. Each yacht will be considered to have completed the course and crossed the finish line when the **Castle Hill Lighthouse bears 120° magnetic**. Each yacht shall take note of her finishing **GPS time** and enter that time into the vessel's Race Log. Entrants are requested to contact the race committee with their finish times (shortly after finishing).

13.2 **RETURN OF TRACKERS:** The trackers must be returned to the Newport Yacht Club by the Awards for return to ybTracking or be subject to the replacement cost. You may return them if you return to NYC after the race or at the Awards Saturday or schedule some other means with the Race Committee.

14. Time Limit

There will be no time limit for these races.

15. Scoring

15.1 Ratings will be applied TIME-ON-TIME to determine finish positions for all Monohull and Multihull classes.

15.2 Monohull ratings will be based on PHRF-Narragansett Bay ratings; spinnaker ratings will apply to spinnaker classes, and non-spinnaker ratings will apply to cruising canvas classes. Performance handicaps of the New England Multihull Association (NEMA) will apply for the multihulls.

16. Protests/Prizes

16.1 Protests shall be submitted on standard protest forms (available for download on the US SAILING website) and filed with a race official at the event duty desk in accordance with Part 5 - Protests, Redress, Hearings, Misconduct and Appeals, Sections A and B of the RRS Racing Rules of Sailing. Protests must be received by 1000 hours on Saturday or within three hours of the protesting yacht's finish whichever time is later. Protests will be heard in the approximate order of their receipt. Decisions of the jury will be final, in accordance with RRS Rule 64.1.

16.2 Prizes will be awarded to each yacht placing first, second and third in each class.

17. Radio Communication

17.1 All communication with the SOLO/TWIN Race Committee shall be over VHF channel 72 or cell phone (after start sequence only) or email.

17.2 Newport Yacht Club will be the central headquarters for the regatta, with monitoring of radio communications via VHF channel 72 and the telephone (401-619-4936 Solo/Twin Race Desk). It is required that each yacht report their mark rounding via VHF channel 72 so that other yachts will hear their reports.

18. Safety/Engines

18.1 Engines may be used to charge batteries, to render assistance to another entrant, and to avoid loss of or potential damage to your vessel but they may not be used to further a vessel's position. Notification of any engine use must be recorded in the vessel's Race Log.

18.2 [NP] It is strongly recommended that a harness and life jacket be worn when on deck (at a minimum under the following conditions):

- a) between the hours of sunset and sunrise.
- b) when alone on deck.

- c) when reefed.
- d) when the true wind speed is 25 knots or above.
- e) when the visibility is less than one nautical mile.

A harness shall be fitted with a crotch strap or thigh straps. Jack line requirements must be installed and used as stated in the Addendum.

18.3 [NP] Competitors and support persons shall comply with reasonable requests from race officials, the Coast Guard and/or a Harbor Master safety vessel. Failure to do so may result in disqualification.

18.4 Narragansett Bay is a restricted waterway for commercial traffic. THE COAST GUARD HAS INFORMED ALL AREA RACE COMMITTEES THAT INCIDENTS HAVE OCCURRED WHEREIN RACING YACHTS HAVE COME TOO CLOSE TO COMMERCIAL VESSELS WITH LIMITED MANEUVERABILITY AND THAT THE COAST GUARD WILL SANCTION ANY AREA CLUBS WHOSE EVENTS RESULT IN THESE INCIDENTS.

Therefore, a racing yacht shall keep clear of commercial vessels operating in navigation channels. See Amalgamated International & U.S. Inland Navigation Rules 9(b): “A... sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.”

A racing yacht whose actions result in a danger signal of 5 or more short horn blasts from a commercial vessel (meaning “I do not understand your intentions” or “You are not taking sufficient action to avoid collision”) will be protested by the race committee or protest committee. The protest committee may, at its discretion, impose a penalty for breaking this rule up to disqualification. Additionally, for egregious or repeat offenders of this rule, the protest committee may consider filing a *RRS 69* report.

RACERS MUST COMPLY WITH ANY DIRECTION PROVIDED BY THE COAST GUARD, OTHER ON-THE-WATER LAW ENFORCEMENT, OR THE RACE COMMITTEE, PER SI PARAGRAPH 18.3 .

19. Sail Limitations

19.1 A yacht may use only one headsail at a time, except briefly during a headsail change. Any headsail in use must be affixed to the headstay for the entire length of its luff. A yacht may, however, also use a single working forestaysail, provided that sail is a part of that yacht’s normal sail configuration.

21. Seamanship

The SOLO/TWIN Event Organizers and Race Committee stress that the spirit of this race is to complete a safe and seamanlike passage. The fact that a race event is being held does not condone unseamanlike conduct in maintaining a proper lookout or in conditions of fog (use proper sound signals), traffic, or fatigue.

20. Risk Statement

20.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue racing 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.

20.2 The OA accepts no liability for material damage or personal injury, or death sustained in conjunction with, prior to, during, or after the series.

21. Access to Automatic Transponder Data

21.1 Data from ybTracking’s automatic transponders should be available via:

- Race Website: <https://www.newportyachtclub.org/offshore-sailing>

- Direct link to tracker website: **<https://yb.tl/solotwin2026>**
- Low-bandwidth-accessible mini-site: **<https://yb.tl/Links/solotwin2026>**

INJURY PROTOCOL

In the event of an accident or injury on the water, some of which is specific to being Narragansett Bay, competitors should:

- 1 Hail "US Coast Guard Station" on VHF Ch. 16
- 2 They will ask the following questions. Respond as your situation requires.
 - Your Position (lat/long and/or geographic)
 - # of people involved
 - Nature of distress
 - Description of vessel or person
 - Whether participants are wearing PFDs
- 3 USCG will instruct you to the best drop-off location and may ask you to switch VHF channels. THEY will coordinate with the local Fire Department to send an ambulance to that location.
- 4 Newport Harbormaster will be monitoring VHF 16 and will follow the conversation if channel is switched.
- 5 USCG and Fire Department will send boats. Be sure to let them know if you are moving.
- 6 Call 911 from your cell phone. Let them know you are in touch with the Coast Guard.
- 7 Once the injured competitor has been taken to one of the drop off locations, please contact the Race Committee.

EMERGENCY / CONTACT INFO:

US Coast Guard	401.846.3676 Castle Hill or VHF Channel 16
Emergency Vehicle	Phone 911
Race Committee – Roy Guay	401.862.7125 or VHF Channel 72

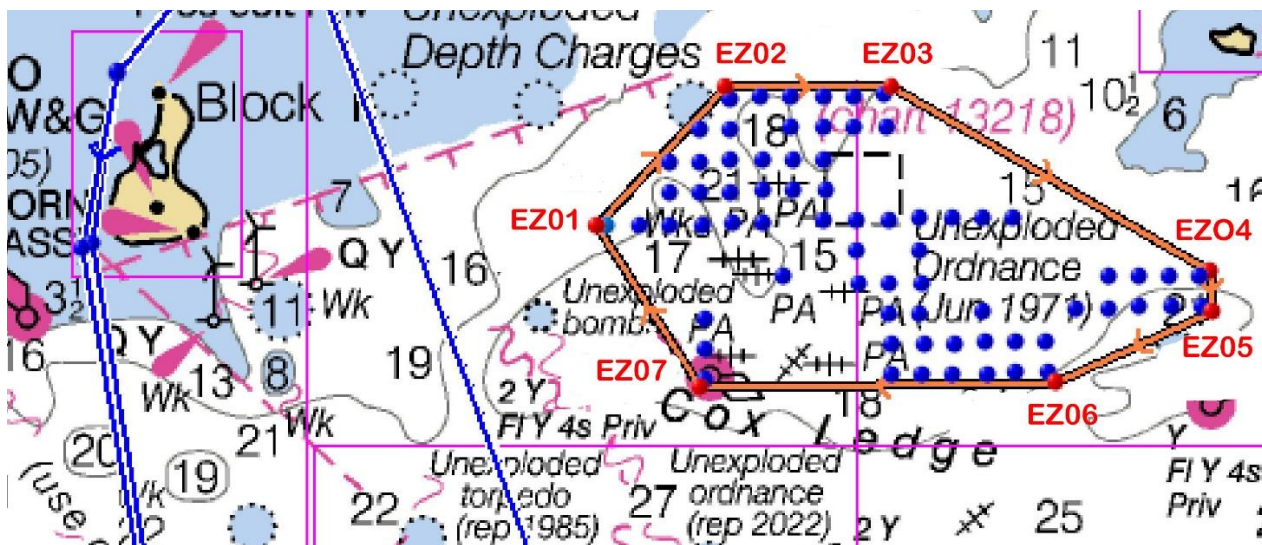
TRANSPORT LOCATIONS:

Jamestown Emergency Medical – East Ferry Landing – 911 or 401.423.7276
Newport Elm Street Pier – north of Goat Island bridge
Newport Perrotti Park - Americas Cup Ave
Newport Goat Island Fuel Dock
Newport Fort Adams Alofsin Pier
Newport USCG Castle Hill

Appendix A

Exclusion Zone in Cox Ledge Area

The Exclusion Zone in the Cox Ledge area is defined by the six virtual marks described below and the lines connecting the adjacent virtual marks and is designated as Obstruction pursuant to the RRS Definition. Boats may not enter the area designated as the Cox Ledge Obstruction while racing.



Exclusion Zone Virtual Boundary Marks

EZ01 41°09.500'N, 71°16.000'W

EZ02 41°13.900'N, 71°10.500'W

EZ03 41°13.900'N, 71°03.500'W

EZ04 41°08.000'N, 70°50.000'W

EZ05 41°06.700'N, 70°49.900'W

EZ06 41°04.500'N, 70°56.500'W

EZ07 41°04.300'N, 71°11.600'W