



2026 RED GAUNTLET CHALLENGE

Sailing Instructions — 3v3 IOD Team Race

Northeast Harbor Fleet

1 RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2025–2028, including **Appendix D, Team Racing Rules**, and these Sailing Instructions.

1.2 The Northeast Harbor Fleet Race Committee Instructions, Mark Descriptions, and Emergency Protocols published at nehfleet.org apply and are incorporated by reference.

1.3 Appendix D modifies several rules of Part 2, including changes to the definitions of Finish and Interested Party and the rule on interference by a boat that is not racing. **Section 12 of these Sailing Instructions further changes RRS 14 to a strict no-contact standard and adds minimum clearance distances** that apply throughout this event — competitors must read Section 12 in full before racing.

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official Notice Board at the Northeast Harbor Fleet clubhouse, 48 South Shore Road, Northeast Harbor, and on the regatta's Notice Board at nehfleet.org.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to these Sailing Instructions will be posted before 11:00 AM on August 18, 2026, except that any change made during the day will be announced on the water and posted on the Notice Board as soon as possible.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the Race Office flagpole.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

5 SCHEDULE

August 18th, 2026

Time	Activity
12:00 PM	Competitors' meeting (mandatory, one representative per boat)
1:00 PM	First warning signal
1:00 – 4:30 PM	Best-of-seven match series racing, back-to-back starts
4:30 PM	No warning signal will be made after this time
5:00 PM	Awards, at the Northeast Harbor Fleet House
Following awards	Informal gathering for competitors at the Fleet House

5.1 This is a one-day event, Tuesday, August 18, 2026. No warning signal will be made after 4:30 PM.

6 FORMAT

6.1 This event is a team race series between two teams of three boats each (3v3), sailed under RRS Appendix D.

6.2 The series is planned as a **best-of-seven**: the first team to win four (4) races wins the series and the Red Gauntlet Challenge. There is no round-robin pool play; every race sailed counts directly toward the series score.

6.3 The Organizing Authority (OA) may, before or during the event, due to deteriorating conditions or insufficient time or daylight, shorten the series to a **best-of-five** (first to win 3 races), a **best-of-three** (first to win 2 races), or a **single race** (best-of-one). Any such change will be announced to both teams and posted on the Notice Board.

7 BOATS AND ASSIGNMENTS

7.1 Racing will be sailed exclusively in International One Design boats owned by and provided by members of the Northeast Harbor Fleet. Each race will be sailed by all six boats (three per team).

7.2 Boat assignments for each team will be determined by a draw conducted before racing begins. Once assigned, each team will sail the same three boats for the entire regatta; there will be no rotation of boats between races or throughout the series.

7.3 A competitor shall not change or adjust the equipment supplied with an assigned boat except with the permission of the Race Committee.

7.4 Spinnakers shall not be flown at any time on the water.

8 RACING AREA AND COURSE

8.1 The racing area will be on Great Harbor or Somes Sound, as conditions dictate, as shown on the Northeast Harbor Fleet Race Mark Charts. The Race Committee will announce the racing area at or before the competitors' meeting.

8.2 The course will be a **port-rounder box course**: a short team racing course on which all marks are rounded to port. The specific course diagram and marks for this event will be posted on the online Notice Board and signaled by the Race Committee before the first warning signal.

8.3 Marks will be as described in the Northeast Harbor Fleet Mark Descriptions; team racing marks may differ from standard fleet-racing marks and will be confirmed at the competitors' meeting.

9 THE START

9.1 Races will be started using a 3-minute, **all-audible** starting sequence. This is a local modification to RRS 26, authorized by these Sailing Instructions. No flag signals will be used to conduct the start; the sound sequence below replaces the flag sequence prescribed by RRS 26. The starting line will be between staff displaying an orange flag at one end and a mark at the other. An IOD class flag will be flown at 3-minutes and will be taken down at the gun *as a courtesy*.

9.2 The starting sequence is as follows:

Countdown	Sounds
3:00	3 long sounds — Warning, sequence begins
2:00	2 long sounds
1:30	1 long sound + 3 short sounds
1:00	1 long sound — Preparatory
0:30	3 short sounds
0:20	2 short sounds
0:10	1 short sound
0:05 to 0:01	5 — 4 — 3 — 2 — 1 (one short sound per second)
0:00	1 long sound — Starting signal GO

9.3 A long sound is approximately four seconds in duration; a short sound is approximately one second in duration. All sounds will be made by the Race Committee start vessel.

9.4 If a sound signal is missed or indistinct, competitors should rely on elapsed time and any subsequent signals. A failure of a sound signal shall not be grounds for requesting redress under RRS 62.

9.5 Boats whose warning signal has not been made shall avoid the racing area and any boats racing.

10 THE FINISH

10.1 The finishing line will be between staff displaying a blue flag at one end and a mark at the other.

11 PENALTY SYSTEM AND UMPIRING

11.1 RRS Appendix D5, On-the-Water Umpiring, will apply. Umpires will signal their decisions as follows:

Umpire signal	Meaning
Green flag	No penalty
Red flag, with repeated point toward the boat at fault	One or more boats penalized (Appendix D rule D2.4)
Black flag	A boat has broken rule 14 / Section 12 (contact or failure to keep clearance), or has otherwise been penalized and must retire
Repetitive sounds	Attracting attention

11.2 Umpire decisions are final. No protests or requests for redress will be accepted from boats arising from incidents that are or could have been seen by an umpire, except as provided in RRS D5.4 (decisions involving the rules of Part 1, equipment, or eligibility, and certain redress situations).

11.3 Where umpiring is not available for a given race due to a shortage of umpire boats, standard fleet-racing protest procedures (RRS Part 5) will apply instead for that race, and this will be announced before racing begins.

12 NO-CONTACT AND MINIMUM CLEARANCE RULE (RULE 14 CHANGED) — BOAT PROTECTION

12.1 **Contact between boats is strictly prohibited.** The club's International One Design boats are valuable, vintage racing yachts, and owners have asked that the Race Committee and umpires enforce a stricter standard than ordinary fleet racing to protect them from damage. This rule applies to every boat on the course, whether teammate or competitor, and whether or not either boat would otherwise have right of way.

12.2 **RRS 14 is changed** by deleting rule 14(a) and 14(b) in their entirety, so that rule 14 reads: "A boat shall avoid contact with another boat if reasonably possible." A right-of-way boat or a boat entitled to room or mark-room no longer has the benefit of the exceptions in standard rule 14; she must act in time to avoid contact regardless of whether the other boat is keeping clear.

12.3 **Windward/leeward minimum clearance.** When boats are overlapped on a windward–leeward basis — including while approaching, rounding, or departing a mark, luffing, or sailing a penalty turn — a boat shall maintain a gap of not less than **one-quarter of a hull length (approximately 8 feet)** from any other boat.

12.4 **Ducking clearance.** A boat sailing astern of, and ducking, another boat shall not pass closer than **one-eighth of a hull length (approximately 4 feet)** astern of that boat.

12.5 A breach of SI 12.3 or 12.4 is a breach of these Sailing Instructions and may be penalized by the umpires whether or not contact results. A breach of SI 12.1 or 12.2 (any contact) will be penalized by the umpires regardless of fault or right of way; the umpires may, at their discretion, penalize one boat, both boats, or, in the case of repeated or reckless breaches, recommend to the Race Committee that a boat or competitor be excluded from further racing in the event, consistent with RRS D2.4 and the Basic Principle of Sportsmanship and the Rules.

12.6 Competitors are reminded that these distances are minimums, not targets, and that the purpose of this rule is to keep a comfortable safety margin between boats at all times, not to permit racing right up to the stated clearance.

12.7 Any competitor responsible for damage to a club-member-owned boat, whether or not a rule breach is found, will be held responsible for repair costs.

13 RETIREMENT AND TIME LIMITS

13.1 Each race will have a target duration of approximately 12-30 minutes, to allow as many races as possible before the 4:30 PM cutoff.

13.2 A team that does not have a boat ready to start within the starting sequence may be scored a loss for that race at the Race Committee's discretion.

13.3 If a race cannot be completed or is abandoned, it will be resailed at the discretion of the Race Committee, time and conditions permitting, and will not count toward the series score.

14 SCORING

14.1 Each race will be scored under RRS Appendix D1: each boat's finishing position is assigned points equal to her finishing place (1st = 1 point, 2nd = 2 points, and so on); the team with the lower total of points wins that race.

14.2 The first team to win a majority of the races scheduled for the series in effect under Section 6 (Format) — four (4) of seven, three (3) of five, two (2) of three, or the single race if the series has been shortened to one — wins the series and the Red Gauntlet Challenge.

14.3 If racing must be curtailed by the 4:30 PM cutoff before the series is decided, the team leading in races won at that time wins the series. If the series is tied at that time, the Organizing Authority will sail a single tie-breaking race if time allows; if no further racing is possible, the Organizing Authority will determine the result.

15 TEAM AND CREW SUBSTITUTIONS

15.1 Unlimited substitutions are permitted between races, from a team's roster declared at registration.

15.2 No sailor may compete for both teams during the event.

15.3 Substitution of a boat's crew mid-race is not permitted except in case of injury or safety concern, and then only with the permission of the Race Committee or the on-the-water umpires.

16 BOAT DAMAGE REPORTING

16.1 Competitors are responsible for reporting any damage to a Northeast Harbor Fleet boat to the Race Committee immediately upon return to the dock, however minor, including any contact covered by Section 12.

17 SAFETY REGULATIONS

17.1 A boat that retires from a race shall notify the Race Committee as soon as possible.

17.2 Race Committee and safety boats shall monitor VHF channel 65. Competitors are required to carry a means of communication consistent with Northeast Harbor Fleet Emergency Protocols.

17.3 A personal flotation device shall be carried aboard each boat for every person on board at all times. Personal flotation devices are not required to be worn unless the Race Committee displays flag Y, in accordance with RRS 40.

18 RADIO COMMUNICATION

18.1 Except as provided in SI 18.2 or in an emergency, a boat racing shall not make voice or data transmissions and shall not receive voice or data communication not available to all boats, other than hailing permitted under RRS Appendix D and communication with the Race Committee on VHF channel 65, which all boats shall monitor at all times while racing.

19 PRIZES

19.1 The Red Gauntlet Challenge perpetual trophy will be presented to the winning team at the awards ceremony, 5:00 PM at the Northeast Harbor Fleet House.

19.2 An informal gathering for competitors will follow the awards ceremony at the Fleet House.

20 DISCLAIMER OF LIABILITY

20.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority, Northeast Harbor Fleet, will not accept any liability for material damage, personal injury, or death sustained in conjunction with, prior to, during, or after the regatta.