



**OSTAR 2024**  
**TWOSTAR 2024**  
**SAILING INSTRUCTIONS**

**PLYMOUTH TO NEWPORT RHODE ISLAND**  
**SUNDAY 5<sup>th</sup> MAY 2024**

The Royal Western Yacht Club of England Ltd – Queen Anne’s Battery - Plymouth PL4 0TW

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[www.rwyg.org](http://www.rwyg.org)

Competitors should note that The Royal Western Yacht Club implements the RYA Racing Charter and that they will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing), on the Club website, or at <https://www.rya.org.uk/racing/rules/racing-charter>

# OSTAR/ TWOSTAR 2024 Sailing Instructions

## 1. ORGANISATION

The Organising Authority (OA) will be the Royal Western Yacht Club of England (RWYC).

## 2. RULES, REGULATIONS AND TEXTS IN FORCE

2.1 The event shall be governed by the following documents, complemented and/or modified by the NoR and SI's:

Plymouth is a Naval/ Commercial Port, shipping movements can be frequent and must have priority. Boats, at all times, must keep clear of ships leaving or entering the port and obey instructions from the Race Committee where avoiding action is necessary. Failure to obey Race Committee instructions may be treated as misconduct.

2.1.1 The World Sailing (WS) Racing Rules of Sailing (RRS), except in the rules modified in NoR 4.2  
<https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>

2.1.2 The WS 2023-2024 Offshore Special Regulations (OSR) Category 1 Regulations shall apply, except in the regulations modified in NoR 4.3  
<https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/>

2.1.3 International Rules for the Prevention of Collisions at Sea Part B (Steering & Sailing) (COLREGS).

2.1.4 Class Rules as recognised by WS.

2.1.6 The RWYC NOR and any amendments.

2.1.7 The RWYC SI's and any amendments.

2.2 The world Sailing 2024 - 2025 Offshore Special Regulations (OSR) Category 1 rules shall be followed as closely as possible. Where a boat is unable to comply with a particular rule the boat may be permitted to compete at the discretion of the OA provided that an alternative measure is incorporated or embarked in the boat that provides equivalent safety and does not confer a racing advantage.

2.3 Newport Rhode Island may have regulations with respect to Covid - 19 which must be adhered to at all times. For latest guidance and alerts at Newport visit [www.Covid.ri.gov](http://www.Covid.ri.gov)

2.4 The UK is no longer part of the EU, so regulations apply for sailors voyaging to the UK from all non-UK territorial waters.

## 3. CLASSES

### 3.1 OSTAR

Gipsy Moth IRC 1.000 and above

Jester IRC 0.999 and below

Multihull MOCRA Rating

### 3.2 TWOSTAR

Monohull

Multihull

3.3 If there are five or more entries of the same Open or One Design Class the OA shall offer a separate class. A boat in an Open or One Design class shall not be eligible to compete in an IRC/MOCRA class.

## 4. RECALLS

4.1 There will be no recalls. If a boat is over the line at the starting signal, that boat will be penalised 30 minutes per second over the line at the start signal. This time will be gauged by the PRO and/ or Race Director and issued at their discretion.

## 5. THE COURSE

5.1 The course is from a start line in Plymouth Sound to the finish line in Narragansett Sound, Newport Rhode Island. Leave Plymouth Breakwater to port, Eddystone Lighthouse and outlying rocks and Nantucket Island to starboard.

5.2 The Racing Rules of Sailing (RRS) will apply within the limits of the Dockyard Port of Plymouth and will be replaced by IRPCS (COLREGS) for the remainder of the race. See **Appendix A**.

## 6. THE START

6.1 The committee vessel will be the motor launch Fulmar and will communicate as necessary on VHF Channel 72. The committee vessel may not be on the start line.

6.2 The Start line will be between Melampus (red Port Lateral Buoy) and F Buoy or as set by the Race Committee (see **Appendix B**)

6.3 Start Signals for both OSTAR and TWOSTAR

Time (BST)	SIGNAL	FLAG	SOUND	MINUTES TO START
1150	Warning	Numeral Pennant 1 raised	Horn	10
1156	Preparatory	Flag P raised	Horn	4
1159	One Minute	Flag P lowered	Horn	1
1200	Start	Numeral Pennant 1 lowered	Long Horn	0

6.4 All signals will be counted down on VHF 72.

## 7. THE FINISH

7.1 The finish Line is between Castle Hill Light and Kettle Bottom Rock (East Passage Lighted Gong Buoy 7), see **Appendix C**.

7.2 For Finish arrangements and Arrival Procedures see **Appendix D**.

## 8. TIME LIMIT

8.1 In order to qualify as a finisher, a boat shall finish by 2359 Eastern Daylight Time (EDT) Thursday 23<sup>rd</sup> June 2024.

## 9. RACE NOTICE BOARD

9.1 The **Race Notice Board** will be online at <https://rwyc.org/ostar> and/or <https://rwyc.org/twostar/> and will be positioned in the RWYC entrance.

## 10. RACE OFFICE

10.1 The **Race Office** will be located at the Royal Western Yacht Club.

10.2 The **Race Office** will be open from 1000 to 1600 on Wednesday 1<sup>st</sup> May to Saturday 4<sup>th</sup> May 2024.

## 11. PROTESTS AND REQUESTS FOR REDRESS

11.1 Protests shall be handed to the port representative at Newport or sent by email to [rbandi@rwyc.org](mailto:rbandi@rwyc.org)

## 12. DECLARATIONS

12.1 The Declaration Form shall be handed to the Race Committee within 3 hours of arriving in Newport.

## 13. RETIREMENTS AND PUTTING INTO PORT

13.1 Boats retiring or putting into port shall notify the Race Committee. This also applies when leaving a port.

## 14. TRAFFIC SEPARATION SCHEMES

14.1 A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart as a TSS. A boat shall not enter a TSS and, while near a TSS, shall not impede, or present a threat of impeding, a vessel using a TSS traffic lane.

## 15. COMMUNICATIONS

15.1 For Communication Instructions including contact details see **Appendix E** which will be supplied later to all entrants at registration.

## 16. PRIZES

16.1 Mementoes will be presented to each boat.

16.2 Prizes will be awarded in each Class on the following scale.

<b>No of starters in each Class</b>	<b>3</b>	<b>4 - 6</b>	<b>7 - 11</b>
<b>No of Prizes</b>	<b>1</b>	<b>2</b>	<b>3</b>

**17. SKIPPERS/ CO \_ SKIPPERS RESPONSIBILITIES**

- 17.1 The safety of each Skipper/ Co – Skipper and her entire management, including insurance, is the sole and inescapable responsibility of the Skipper/ Co – Skipper who shall ensure that the boat is fully found, seaworthy and manned by a Skipper/ Co – Skipper who is physically fit to face the worst conditions encountered in the North Atlantic.
- 17.2 The Skipper/ Co – Skipper shall be satisfied as to the seaworthiness of the hull, spars, rigging, sails and all gear and shall ensure that all safety equipment is properly maintained, stowed and in date. The Skipper/ Co – Skipper shall also ensure that the boat is adequately fuelled and provisioned.
- 17.3 Neither the establishment of the Notice of Race, its use by the OA or sponsoring organisations, nor any spot check of the boat under the NOR, in any way limits or reduces the complete and unlimited responsibility of each Skipper/ Co – Skipper.
- 17.4 It is the sole and exclusive responsibility of each Skipper/ Co - Skipper to decide whether or not to start or to continue to race.

**18. DISCLAIMER OF LIABILITY**

- 18.1 Notwithstanding any other rule and condition, the OA, Race Committee and Race Sponsors, if applicable, jointly and severally are providing this Race on the understanding that they or their representatives bear no responsibility for any loss, damage, injury, or inconvenience to boats or persons howsoever arising directly or indirectly from their rules, policy, or rulings before or during the Race or related activities.
- 18.2 By participating in the Race each skipper/ Co - Shipper agrees to release the OA, Race Committee and Race Sponsors from and against all claims, damages, costs, torts, suits at law or in equity or otherwise, arising out of or in any way relating to the Race. This release shall be binding upon each entrant and their heirs, beneficiaries, representatives, and estates of each entrant.

**19. APPLICABLE LAW**

- 19.1 These Rules shall be interpreted in accordance with the Laws of England and the OA submit, or will submit, themselves only to the jurisdiction of the Courts of England as may be necessary to permit the resolution of legal actions with regard to these Rules, the conduct and organisation of the Race.

**20. MEDIA RIGHTS**

- 20.1 Competitors automatically grant to the OA and any party to which it may delegate this right, without payment the right in perpetuity to make, use and show (including via the internet), any motion pictures, live, taped or filmed television or any other form of media, of or relating to the event.

**Appendix A: Limits of the Dockyard Port of Plymouth, see SI 5.2**

- A.1 The Racing Rules of Sailing (RRS) will apply within the limits of the Dockyard Port of Plymouth and will be replaced by IRPCS (COLREGS) for the remainder of the race.



**Appendix B: The Start**



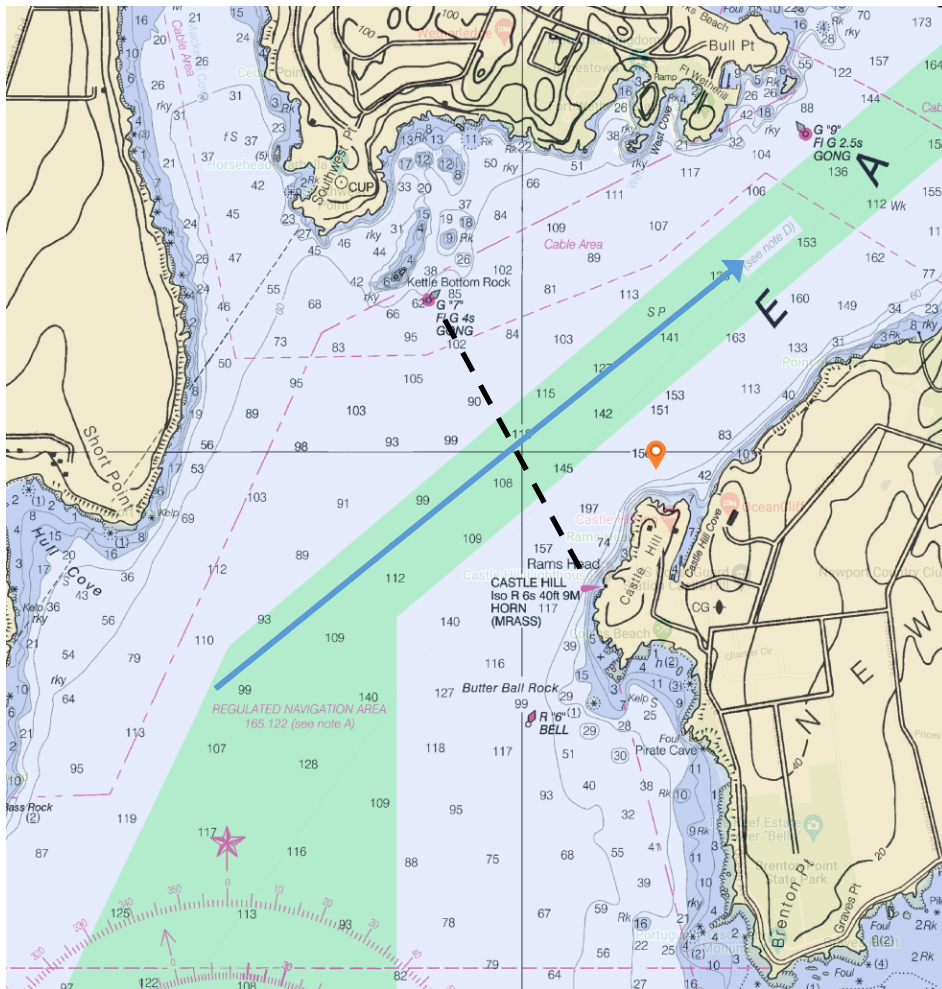
B1: The Start line will be between Melampus (red Port Lateral Buoy) and F Buoy or as set by the Race Officer on the day.



- B.2 The course is from the start line in Plymouth Sound to the finish line in Narragansett Sound, East Passage, Newport Rhode Island.
- B.3 Leave Plymouth Breakwater to port, Eddystone Lighthouse and outlying rocks and Nantucket Island to starboard and proceed to the finish detailed in B.2 and Appendix C and C.2.

## Appendix C: The Finish

### C.1 The Finish Line



C.2 The finish Line is between Castle Hill Light (Iso R 6s) and Kettle Bottom Rock (East Passage Lighted Gong Buoy 7 (fl G 4s)). Note depths in ft.

## Appendix D: Finish arrangements and Arrival Procedures

It is anticipated that all boats may be met at, or near, the Finish Line by a member of Newport Yacht Club (NYC), listening out on VHF CH 73 (US), and accompanied to the berthing area. If there is no member of the NYC at the Finish, skippers should take their own time and proceed to the Newport Yacht Club Marina.

All entrants should be in possession of a US B1B2 Visa, the fine for not having the correct Visa is substantial plus possible impounding of the yacht.

Yachts on approaching the US Coast should call the duty Race Officer at Newport Yacht Club, who will then advise on berthing arrangements. It is recommended that entrants should look at berthing in the Newport Yacht Club's Marina or the Newport Harbormasters Pontoon in the Northeast corner. See Newport Map below.

Reporting arrival and clearance into the USA must be done immediately on arrival. Note if you are intending to cruise to another port in US waters you must purchase a US Cruising permit from CBA (Customs and Border Agency). (<https://www.cbp.gov/>)

Note: Rhode Island is a zero-discharge state, no waste treated or untreated may be discharged in state waters. See the Newport Harbor Guide above for other regulations.

**Customs Procedure:** A member of US Customs & Border Protection Agency will pre-arrange a time at the NYC to complete the necessary paperwork which will include the checking of **PASSPORTS** and **BIB2 VISAS** (note ESTA is NOT acceptable) both of which are **MANDATORY**. Boats arriving during the day will be processed as soon as possible. Boats arriving overnight will be processed the following morning. Skippers may not leave the NYC premises until they have been cleared.

**Berthing:** Two days free dockage may be provided at the NYC. A degree of flexibility will be required as some craft may be asked to move to accommodate later arrivals. After two days it is hoped to provide some free moorings, however this facility cannot be guaranteed, and competitors should be prepared to fund any additional berthing requirements.

For all details and any enquiries contact the Duty Race Officer at the Newport Yacht Club.



