

2012 Greenwich Propane Women's Cup



Saturday 11 August 2012

hosted by

**Sprite Island Yacht Club
Norwalk Islands Sailing Fleet**

Sailing Instructions

1. Rules

The race will be governed by the International Yacht Racing Rules as adopted by the United States Sailing Association for 2009-2012, except as any of these are altered by these sailing instructions, and by these sailing instructions.

2. Eligibility

This race is Norwalk Island Sailing Fleet (NISF) event and open to all Performance Handicap Racing Fleet (PHRF) yachts with women skippers (men may crew, but not touch the helm). Other boats shall be permitted to race at the invitation of the Race Committee after submitting an application and a current YRA PHRF certificate. Boats not having current YRA PHRF ratings will be assigned ratings by the Race Committee.

3. Important Notice

No group or individual involved directly or indirectly in organizing and/or conducting this race is responsible in any way for the safety of any vessel participating in the race or for the safety of any person aboard said vessel, whether said vessel is traveling to or from the race area, maneuvering in the vicinity of the start or finish lines, or sailing the designated race course. It is the responsibility of the skipper and the crew of each vessel to be aware at all time of all the circumstances and conditions affecting such vessel and based thereon, to determine whether to participate, or to continue to participate, in the race. The safety requirements of the YRALIS have been adopted for this race.

4. Divisions

4.1 There will be two divisions: Division 1. Spinnaker; and Division 2. Non-spinnaker. The Race Committee does reserve the right to break the divisions into two class when awarding trophies if sufficient boats of diverse PHRF ratings enter. The PHRF break would probably be at/around 135.

4.2 Divisions 1 & 2 will be PHRF rated.

4.3 NISF yachts must notify the race committee 24 hours prior to the scheduled start of the race if they desire to switch divisions from that which they are registered in for the season.

5. Schedule of Race

Saturday 11 August 1200 hrs First Start - warning signal

6. Racing Area

6.1 The start will be in the vicinity of navigation aid R-26, south of Peck Ledge.

6.2 Navigation aids N2 & N4 off Cockenoe Island must be observed when not used as rounding marks.

7. The Course

7.1 The courses to be used will be chosen from the NISF 2012 Race Course Schedule.

7.2 The identifying number of the course to be sailed will be displayed from the Race Committee boat before or with the warning signal.

8. The Start

8.1 The start will be in accordance with racing rule 26, modified as follows, with classes starting in the following order:

Visual Signal	Audible Signal	Time	Meaning
Number 2 Flag raised	One gun or horn	1200	Warning, Div. II
"P" Flag raised	One gun or horn	1201	Preparatory, Div. II
"P" Flag lowered	One long horn	1204	
Number 2 Flag lowered	One gun or horn	1205	Start, Div. II
Number 1 Flag raised	One gun or horn	1205+	Warning, Div. I * see 8.2
"P" Flag raised	One gun or horn	1206+	Preparatory, Div. I
"P" Flag lowered	One long horn	1209+	
Number 1 Lowered	One gun or horn	1210+	Start, Div. I

8.2 The Warning Signal time for Division I will be soon after all the boats in Division II have cleared the starting line. 1105+ means a 5 minute sequence starting sometime after Division II have cleared the starting line.

8.3 Division 1 yachts must stay clear of the starting line until after Division 2 has successfully started.

8.4 The starting line will be between an orange flag on the Race Committee boat at one end and navigation aid R-26 at the other end.

8.5 An orange float may be trailed from the committee boat, and is considered part of the committee boat, and, therefore, ranks as part of the starting mark.

8.6 Postponement Answering pennant + two sound signals (red & white vertical bars). Flag will be lowered one minute before new Warning Signal (5 minute sequence).

9. Recalls

9.1 Individual Recall Will be in accordance with racing rule 29.1. Code Flag X + one sound signal (blue cross on white background). The Race Committee will endeavor to hail sail numbers and/or yacht names of premature starters via VHF channel 78, but it is the responsibility of each boat to make a proper start.

9.2 General Recall will be in accordance with racing rule 29.2. First Substitute + two sound signals (yellow triangle on blue background). The first substitute will be lowered (with sound signal) one minute before the new Warning signal (5 minute sequence).

9.3 Abandonment and Cancellation The race committee may abandon or cancel a race in progress when a change in weather conditions has, in its judgement, made the race an unsatisfactory test of skill. Signals given shall be yellow and red flags and three guns or horn blasts. The Committee Boat will announce the cancellation on VHF channel 78. When a race in progress is canceled or abandoned, the audible signals may be repeated several times, at intervals.

10. The Finish

The finishing line will be between the staff displaying an orange flag on the committee boat and R-26 which will be perpendicular to a line drawn from the last mark and R-26.

11. Time Limit

The time limit for the first yacht to finish shall be 1700 hours or the race will be canceled automatically. Yachts finishing after the Committee Boat has left her station should pass within 2 boat lengths of the finishing mark (R26), leaving it to port, take their own time, and report it to the race committee.

12. Shortened Course

The Race Committee may shorten the course at any rounding mark by displaying Code Flag S (blue square on white background) and signal 2 sound signals to notify the yachts of the shortened course. Yachts will finish between the rounding mark and the committee boat.

13. Protests

13.1 All protests shall be in writing and must be delivered or mailed and postmarked to the Race Committee chairman within 48 hours of the finish of the race.

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Brewster, New York 10509

13.2 Hearings will be held as described in Appendix P except as modified herein. All protests will be heard by a Protest Committee, which will ordinarily consist of the chairman of the Race Committee and at least two members of the sailing group, appointed by the chairman, except that no member may sit on the Protest Committee to consider a protest lodged by or against such member. Whenever feasible, Protest Hearing will be held following the race on the same day. When this is not possible, the Protest Committee will, after receiving the written protest, schedule a hearing to be held within 9 days of the incident. If either or both of the parties fail to attend the hearing, the Protest Committee may rule on the protest based on the evidence in hand.

14. Scoring

The Divisions will be scored using the designated handicap system. Race results will be available on the Internet at <http://www.norwalksailing.com/>

15. Prizes

Trophies will be given out at the NISF Annual Awards Party at Shore & Country Yacht Club at the end of the season. Trophies to be awarded will be the traveling trophies and keeper trophies for the yachts finishing first, second and third in each Division.

16. Special Rules and information

16.1 All boats must carry all of the equipment required by Coast Guard Regulations.

16.2 VHF Channel 78 will be used by the race committee.

16.3 An informal party will be held at Sprite Island Yacht Club after the race. BYOB, snacks will be provided.

17. NISF 2011 Race Course Schedule

Course Number	Div.	Spinnaker Divisions and Non-Spinnaker are the same	Distance NM	Wind Dir.Mag.
1	S/N	R26--R24(S)--11B(S)--R26(P)	11.2	33
2	S/N	R26--N2(S)—11B(S)--26(P)	10	33
3	S/N	R26--R24(P)--R28C(P)--R26(P)	11.5	50
4	S/N	R26—R24(P)—R22(S)—R24(S)—R26(P)	11	70
5	S/N	R26—R24(P)—N2(S)—N4(P)—R26(P) Twice	8.6	76
6	S/N	R26--R24(S)—N28(S)—R26(P)	9.6	77
7	S/N	R26—R24(P)—R22(S)—R24(S)—R26(P)	11	87
8	S/N	R26—N4(S)—N2(P)—R24(S)—R26(S) Twice	8.6	90-120
9	S/N	R26—11B(S)—N28(S)-R26(P)	9.6	207
10	S/N	R26—11B(S)—N28(S)—R24(S)—R26(P)	13.4	213
11	S/N	R26—11B(S)—R28C(S)—R26(P)	9.0	213
12	S/N	R26—R28C(P)—11B(P)—R26(P)	9	230
13	S/N	R26—N28(P)—R28C(P)—R24(P)—R26(P)	12.4	257
14	S/N	R26—N28(P)—R28C(P)—R26(P)	8.7	257
15	S/N	R26—X(P)—R26(P)	Variable	Variable
16	S/N	R26--X(P)—R26(P)—X(P)—R26(P)	Variable	Variable
17	S/N	R26—N2(P)—R26(P) Three times around	7.2	65
18	S/N	R26—R24(P)—R26(P) Three times around	11.2	77
19	S/N	R26—11B(P)—R26(P) Twice around	15.7	213
20	S/N	R26—R28C(P)—R26(P) Twice around	15.6	230/50
21	S/N	R26—N28(P)—R26(P) Twice around	11.6	257
22	S/N	R26--C13(P) - R26(P)	11.3	200/20
23	S/N	R26--N28(P) -- R24(P) -- R26(P)	9.6	78
24	S/N	R26--R24(P) -- N28(P) -- R26(P)	9.6	260

Notes: “X” is a movable mark