

**NORWALK ISLANDS SAILING FLEET
2012 SAILING INSTRUCTIONS
www.norwalksailing.com**

1. RULES

All Norwalk Islands Sailing Fleet races will be governed by the Racing Rules of Sailing 2009-2012 as published by U.S. Sailing, the prescriptions of U.S. Sailing, and the current PHRF Regulations, as administered by the YRA of Long Island Sound, except as provided herein.

2. APPLICABILITY These instructions apply to the following 2012 sail races.

| Race No. | Date | Cup Race | Starting Area | Start Time | Sailing Instructions |
|----------|---------|----------------|---------------|------------|----------------------|
| 1 | May19 | Day Race | R26 | 1200 | NISF |
| 2 | June 2 | King Cup | R26 | 1200 | NISF |
| 5 | July 21 | Day Race | R26 | 1200 | NISF |
| 8 | Sept 8 | Mayor's Cup | R26 | 1200 | NISF |
| 9 | Sept15 | Philcox Cup | R26 | 1200 | NISF |
| 10 | Sept22 | NISF Challenge | R26 | 1200 | NISF |
| 11 | Sept29 | Partner's Cup | R26 | 1200 | NISF |

The following sail races use instructions from the sponsoring clubs. Refer to the club web sites for instructions and courses.

| Race No. | Date | CupRace | Starting Area | Start Time | Sailing Instructions |
|----------|-----------|---------------------|--------------------|------------|----------------------|
| 3 | June 23 | Chanteyman | Green's Ledge (GL) | 1200 | NYC |
| 4 | June 14 | Friends & Neighbors | Noroton Y.C. | 1400 | Noroton YC |
| 6 | August 2 | SHYC Evening Race | R26 | 1700 | SHYC/NISF |
| | August 11 | GP Womens Cup | R26 | 1200 | SHYC/NISF |
| 7 | August 25 | Green's Ledge Cup | Green's Ledge (GL) | 1200 | NYC |

3. ELIGIBILITY

3.1. Any boat captained by a member having a valid PHRF rating on file with the Race Committee shall be eligible. 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.

3.2. IMPORTANT NOTICE: No group or individual involved directly or indirectly in organizing and/or conducting any race governed by these rules is responsible in any way for the safety of any vessel participating in any such race or for the safety of any person aboard such vessel, whether such

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 crew of each vessel to be aware at all times of all the circumstances and conditions affecting such vessel, and based thereon, to determine whether to participate, or to continue to participate, in any race.

3.3. All skippers are responsible for the safety of their crew and are encouraged to comply with all safety recommendations of U.S. Sailing.

4. DIVISIONS

4.1. There will be four divisions, as follows with the exception noted at the end of this section:

DIVISION I. PHRF ratings below 135, using spinnakers.

DIVISION II. PHRF ratings 135 and above, using spinnakers.

DIVISION III. PHRF ratings, below 135, no spinnakers.

DIVISION IV PHRF ratings 135 and above, no spinackers

4.2. The split between Divisions I and II or between Div III and IV may be changed by the Race Committee before the first race, depending on the entries, to equalize divisions.

4.3. Boats may switch divisions from spinnaker (I or II) to non-spinnaker (III or IV) and vice versa, if they notify the Race Committee at least 48 hours before the race.

4.4. The Race Committee reserves the right to increase the number of divisions in individual races if sufficient applications are received. In such cases, all applicants will be notified electronically in advance and scratch sheets will be available from the Committee Boat before the race, along with revised starting instructions, as required.

5. SCORING

5.1. The order of finishing in each race will be determined by applying PHRF time-on-distance allowances to the actual finish times.

5.2. The alternate scoring system, Appendix A4 of the Rules, using the “Low-Point” points schedule will apply, with the modifications stated below.

5.3. Each yacht finishing in a race and not thereafter disqualified or retired will be scored as follows:

| Low-Point System | |
|-------------------------|------------------------------------|
| Finishing Place | Points |
| First | 1 |
| Second | 2 |
| Third | 3 |
| Fourth | 4,etc. |
| Disqualified or retired | 1 more than the number of starters |

5.4. The series will consist of one more than half the number of races started and not abandoned. The series score for each yacht will be the sum of her best race scores after throw-outs. (For example: if series is 11 races, 6 will be counted; if series is 7 races, 4 will be counted; etc.) The lowest series score wins. Completion of one race constitutes a series.

5.5. When two or more yachts have identical series scores, the tie will be broken in accordance with Appendix A 8. If the tie still remains, it will stand as part of the final results. In the event that a boat is assigned by the Race Committee to a different division in a specific race, that boat will be scored as such for that race, but will also be scored normally for the overall series.

6. TIME LIMIT

NISF races will be abandoned if at least one boat must DOES NOT finish within 6 hours of the SCHEDULED starting time. (Note other Sailing Instructions for their time limits.)

6. COURSES See section 12 for list of courses

6.1. Courses will be posted on a course board on the Committee Boat and may be announced (see 12.1) before the start.

6.2. For courses 15 and 16, the turning mark will be a stake boat or floating mark approximately 2 nautical miles to from the starting mark. Courses 15 and 16 can either be upwind or downwind starts at the discretion of the Race Committee.

6.3. All marks will be passed as indicated on the course sheet.

6.4 Shortened Course: Code flag “S” displayed by Committee or Stake Boat. Finish between Committee Boat and nearby mark.

7. STARTING

7.1. The starting line will be between an orange flag on the committee boat and the starting mark. The following starting signals will be used:

| Visual Signal | Audible Signal | Countdown | Meaning |
|--------------------------|---|-----------|-------------------------------|
| Number 3&4 Flag raised | One gun or horn | 00 | Warning, Div. III & IV |
| “P” Flag raised | One gun or horn | 01 | Preparatory, Div. III&IV |
| “P” Flag lowered | One long horn | 04 | |
| Number 3&4 Flag lowered | One gun or horn | 05 | Start, Div. III & IV |
| ----- | Divisions III & IV clears the starting line | ----- | ----- |
| Number 1 & 2 Flag raised | One gun or horn | 00 | Warning, Div. 1& II (see 7.2) |
| “P” Flag raised | One gun or horn | 01 | Preparatory, Div. I & II |
| “P” Flag lowered | One long horn | 04 | |
| Number 1 & 2 Lowered | One gun or horn | 05 | Start, Div. I & II |

7.2 The Warning Signal time for Divisions I & II will start after the Race Committee determines all Division III & IV boats have cleared the starting line.

7.3. Yachts whose warning signal has not been given shall keep clear of the starting area and of all yachts whose warning signal has been given.

7.4. The Yacht that is acting as Race Committee will be given 10 minute allowance if they join the race.

7.5. POSTPONEMENT

Answering pennant and two guns or horn blasts. Flag will be lowered one minute before new Warning Signal (5 minute sequence).

An announced course may be changed during a postponement.

7.6. CANCELLATION

Code flag "N" 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.

7.7. INDIVIDUAL RECALLS

A blast of the horn and code flag "X." Sail numbers and/or boat names may be announced on VHF Channel 78, but each skipper is responsible for starting properly and restarting if necessary. Code flag X will be lowered once all boats have restarted properly.

7.8. GENERAL RECALLS

First substitute and two horn blasts. The flag will be lowered approximately one minute before a new Warning Signal (5 minute sequence).

8. FINISHING

8.1. When a committee boat flying a dark blue race committee flag is on station at the finish, all yachts must finish by crossing the line between the Finish Mark and flag on the committee boat.

8.2 All boat are encouraged to display their class from their backstay indicating their division flag.

8.2. Shortened course: Finish between blue flag on Committee Boat and mark. Committee Boat will also display code flag "S."

8.3. When there is no committee boat on station at the finish:

8.3.a. The Finish Line shall be a line extending from the Finish Mark at 90 degrees to the rhumb line from the preceding turning mark to the finish Mark.

8.3.b. Each yacht must cross the Finish Line on the required side (see course sheet) and within two of her overall lengths from the Finish Mark, except as provided in 8.3.c.

8.3.c. If any yacht, attempting to finish within two of her overall lengths of the Finish Mark, is overlapped on the side toward the mark by one or more competitors, such yacht may finish by crossing the Finish Line within two of her lengths from the nearest such overlapped competitor.

8.3d. In the absence of a committee boat, the first yacht to finish should anchor on station in the vicinity of the Finish Line for at least 30 minutes to record finish times of yachts finishing behind her. If no yacht is on station at the finish, any yacht may remain on station after finishing.

8.4. Each yacht shall record her own GPS time (hours, min., and sec.) at the finish. If possible, each yacht should record the names/sail numbers and approximate finish times of yachts finishing next ahead and next behind her. If no committee boat with blue flag is on station at the finish, this information should be given to TBD soon as possible after the race. Yachts for which no finish times are reported within 48 hours of the finish of the race will be scored DNF.

9. WITHDRAWAL

Any yacht withdrawing before the start or abandoning a race for any reason shall notify the race committee at the earliest opportunity on CH.78.

10. PROTESTS

10.1. A protesting yacht shall hail the yacht she intends to protest immediately. An intention to protest shall be signified by displaying a red protest flag in the rigging at the first reasonable opportunity after the incident.

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

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Brewster, NY 10509 Email: rjcounihan@gmail.com

10.3. 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 Hearings 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.

11. COMMUNICATIONS

11.1 VHF Channel 78 will be used by the Race Committee for all radio communications.

11.2 Race results, NOR, and SIs will be available on the Internet at www.norwalksailing.com.

12. NORWALK ISLAND SAILING FLEET - RACE COURSES 2012

Finish with R26 to Port if no committee boat is on station. Refer to section 8 if a committee boat with RC flag is on station

| Course Number | Div. | S=Spinnaker Divisions N=Non-Spinnaker | 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 around | 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 around | 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) Same | 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 | | |