

# NORWALK ISLANDS SAILING FLEET

## 2013 SAILING INSTRUCTIONS

[www.norwalksailing.com](http://www.norwalksailing.com)

### 1. RULES

All Norwalk Islands Sailing Fleet races will be governed by the Racing Rules of Sailing 2013-2016 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 2013 sail races.

Race No.	Date	Cup Race	Starting Area	Start Time	Sailing Instructions
1	May18	Day Race	R26	1200	NISF
2	June 1	King Cup	R26	1200	NISF
4	July 20	Day Race	R26	1200	NISF
6	Sept 14	Mayor's Cup	R26	1200	NISF
7	Sept 21	Philcox Cup	R26	1200	NISF
8	Sept 28	NISF Challenge	R26	1200	NISF
9	Oct 5	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	Cup Race	Starting Area	Start Time	Sailing Instructions
	June 22	Chanteyman	Green's Ledge (GL)	1200	NYC
3	June 13	Friends & Neighbors	Noroton Y.C.	1200	Noroton YC
5	August 24	SHYC Evening Race	R24	1800	SHYC
	August 10	GP Women's Cup	R26	1200	SIYC
	Sept 7	Green's Ledge Cup	Green's Ledge (GL)	1200	NYC

Contact Norwalk Yacht Club to register for the Chanteyman and Greens Ledge Races. Chanteyman and Greens Ledge races are not part of the NISF Season series.

### **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 spinakers

**4.2.** The split between Divisions I and II or between Div III and IV may be changed by the Race Committee usually at the beginning of the season, 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**

<b>Finishing Place</b>	<b>Points</b>
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 on VHF channel 78 (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 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 RC chairman as 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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 61 Friendly Road Fax  
 Brewster, NY 10509 Email: rjcounihan@gmail.com

**10.3. HEARINGS**

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](http://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
<b>Notes:</b>	"X" is a movable mark			