

Hanse PHRF New England Championship

28-30 August 2009

Marblehead, Massachusetts

SAILING INSTRUCTIONS

1. Rules:

- 1.1 The regatta will be governed by the Racing Rules of Sailing 2009-2012 (RRS). The Organizing Authorities are PHRF New England, PHRF Marblehead, the Boston Yacht Club, the Corinthian Yacht Club, and the Eastern Yacht Club. No advertising may be displayed pursuant to ISAF Regulation 20.2. Yachts may be requested to display advertising of one or more sponsors.
- 1.2 Any yacht discharging trash or other pollutants into the water may be disqualified from the regatta. This alters RRS 64.1a.
- 1.3 All mainsails, spinnakers, and headsails with an overlap in excess of 130% shall visibly display the same sail number. Yachts with illegible or improper numbers on their sails may be scored DNC. This alters RRS 63.1.
- 1.4 Yachts shall comply with the 2008-2009 US Edition of the "ISAF Offshore Special Regulations, including US SAILING Prescriptions" for Category 5. The US SAILING Prescription to ISAF Special Regulation 5.01.1 pertaining to the wearing of PFDs at the start and finish does not apply.
- 1.5 Yachts shall comply with the following crew weight limitations with the exception of the J105 Class:

LOA Up To (Feet)	22.5	25	27.5	30	32.5	35	37.5	40	42.5	45	50	55	60	65	65+
Crew Number Guide	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Crew Weight Limit (pounds)	720	900	1080	1260	1440	1620	1800	1980	2160	2340	2520	2700	2880	3060	3240

The weight limit includes the skipper. The crew number guide is a rough approximation of the normal crew number to be expected with the weight limit. The penalty for exceeding the weight limit shall be a 20% scoring penalty (as calculated in RRS 44.3(c)) in each race in which the limit is exceeded.

1.6 Yachts racing in the J105 Class shall comply with all J105 Class rules except the crew weight limit which shall be 1200 pounds..

1.7 While racing, yachts should display on their backstay (or stern pulpit if not equipped with a backstay) the colored class identification streamer supplied with their registration packet.

2. Entries:

- 2.1 Yachts with a valid 2009 handicap certificate issued by PHRF of New England are eligible to enter.
- 2.2 Entries must be submitted on an Official Entry Form and received with the entry fee no later than Friday, 14 August 2009. Entries after that date shall be at the discretion of the Organizing Authority, and if accepted, shall be subjected to a late entry fee of \$25. No entry will be accepted from a captain who has not executed a Waiver form.
- 2.3 All yachts must complete registration at the Corinthian Yacht Club on Thursday, 27 August 2009, between 1700 and 1900 hours. A skipper's meeting will follow at 1900 hours.

3. Notices to Competitors: Notices will be posted on the Official Notice Board located in the hallway outside the Trophy Room at the Corinthian Yacht Club. As a courtesy only, notices may be posted on the bulletin board located opposite the front desk at the Eastern Yacht Club and at the Yardarm Building of the Boston Yacht Club pier. Protest notices and notices of the jury will be posted on the Official Protest Notice Board, which is described in SI 19.1.

4. Changes in Sailing Instructions: Changes will be posted at the host yacht clubs before 0800 hours on the day they are to take effect, except that any change in the schedule of races will be posted by 2100 on the day before it will take effect.

5. Signals Made Ashore:

- 5.1 Signals made ashore will be displayed from the flagstaffs of the Boston, Corinthian, and Eastern Yacht Clubs.
- 5.2 Code Flag "AP" with two guns (one gun when lowered) means: "The race is postponed. The warning signal will be made not less than 60 minutes after "AP" is lowered".
- 5.3 Code Flag "N" over "A" means all racing is abandoned for the day.
- 5.4 Radio announcements regarding the racing schedule for each day will be made at 0800 hrs on channel 9 only for all lines. An additional announcement will be made on Friday, August 28, 2009 at 1800 regarding Saturday racing schedule.

6. Schedule of Races:

- 6.1 The first warning signal is scheduled for 1000 hours each day.
- 6.2 Two races are scheduled for each day. A third race may be sailed in any one day and will be signaled by hoisting code flag "R" before the finish of the second race. There will be no more than a total of eight (8) sailed for yachts in Division 1 and Division 2 who's handicaps are less than 141. There will be no more than a total of six (6) races sailed for all yachts in Division 3 and for yachts in Division 2 with handicaps of 141 and above.
- 6.3 A warning signal for the first class in the sequence will not be made after 1430 hours on Sunday, 30 August 2009.

7. Divisions, Classes, and Class Flags:

- 7.1 There will be racing and cruising canvas divisions.
- 7.2 Yachts will race in classes as designated on the scratch and starting schedule sheets.
- 7.3 Class flags flown from the Signal Boat will be Numeral Pennants as specified in the registration packet.

8. Sailing Areas:

- Line 1 Centered 3.2 nm @ 180 Deg. Mag. from Marblehead Bell "FR":..... Boston Y.C.
- Line 2 Centered 2.9 nm @ 130 Deg. Mag. from Marblehead Bell "FR":..... Eastern Y.C.
- Line 3 Centered 1.0 nm @ 160 Deg. Mag. from Marblehead Bell "FR": Corinthian Y.C.

9. The Course:

- 9.1 Illustration "A" shows the courses, including the approximate angle between legs and the order in which marks are to be rounded or passed. For courses B, C, and D an offset mark may be placed approximately 0.05 nm to the port of Mark 1. Boats shall pass Mark 1 to port and then pass the offset mark to port. For subsequent roundings of Mark 1, the offset mark is not a mark of the course.
- 9.2 The course designation, distance and approximate compass bearing from the starting line to Mark 1 will be displayed from the Race Committee Signal Boat.
- 9.3 A green flag flown with the warning signal means "Mark 1 for the class about to start will be a lime green tetrahedron. This applies to each rounding of Mark 1 by this class."
- 9.4 To provide for simultaneous rounding of the leeward mark and starting by separate classes, the starting line may be placed slightly (approximately 100 yards) to leeward of the leeward mark.
- 9.5 The course may include a leeward gate consisting of a pair of marks approximately 75 yards apart. Yachts shall sail between Marks 3S and 3P from the direction of the last mark and either pass 3S to starboard or 3P to port as shown in Illustration A.
- 9.6 Yachts shall not traverse the area bounded by the following buoys in the sequence listed: Bell 9 (Powers Rock), Salem Channel Cans 7, 5, and 3, Nuns 2 and 4 south of Baker's Island, Can 5 (Pope Head), and Bell 9 again. A yacht entering this area must leave between the same two boundary buoys that it passed while entering. Yachts shall not pass to the west of Coney Ledge (Marblehead Channel) Can 5, nor to the northwest of Outer Breakers (Great Pig Rocks) Bell, nor to the north of Shag Rock Nun 2 off Nahant.

10. Marks:

- 10.1 The course marks will be inflatable marks.
- 10.2 Line 1 will use orange tetrahedrons, except where 9.3, 9.4, or 15.2 apply.
Line 2 will use red tetrahedrons, except where 9.3, 9.4, or 15.2 apply.
Line 3 will use yellow tetrahedrons, except where 9.3, 9.4, or 15.2 apply
- 10.3 Offset marks will have a red/white/blue band.
- 10.4 New marks will have a black band (see SI 14.1)
- 10.5 Normal Start & Finish marks will be green tetrahedrons.

11. Check-in Before Racing: Prior to her first warning signal each day, each yacht shall come within hail of the Race Committee Signal Boat to check in. Yachts that fail to check in may receive a 20% scoring penalty applied as provided in RRS 44.3. This alters RRS 36, 63.1 and A5. Each yacht's sail numbers shall be clearly visible.

12. The Start:

- 12.1 Races will be started in accordance with RRS 26. The initial order of starts will be listed in the registration packet.
- 12.2 Yachts whose warning signal has not been made shall remain at least 100 yards to leeward of the starting line and shall keep clear of all yachts whose warning signal has been made.
- 12.3 The starting line will be between the staff from which an orange flag is displayed on the Race Committee Signal Boat and a nearby starting mark.
- 12.4 A limiting mark may be streamed from the stern of the Race Committee Signal Boat. A yacht shall not pass between the limiting mark and the Race Committee Signal Boat.

13. Recalls: The Race Committee may attempt to notify OCS starters by VHF transmission (see Sailing Instruction 22). The failure to do so, the late notification of some or all OCS starters or the notification of some, but not all, OCS starters shall not be grounds for redress. This alters RRS 62.1(a).

14. Change of Course After the Start:

14.1 A change of course after the start will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with the original mark (no black band).

14.2 The new course will be signaled by a Race Committee boat displaying Code Flag "C" or a shape resembling Code Flag "C". This alters RRS 33.

15. The Finish:

15.1 The finish line will be between a staff on a Race Committee boat from which an orange flag is displayed and the nearby mark.

15.2 The finishing line may be set up 0.1 NM beyond the windward or leeward mark. In this case the windward or leeward mark is not a mark of the course on the last leg of the course.

16. Alternative Penalties: The Scoring Penalty, RRS 44.3, will apply for all classes. The penalty for OCS Starters failing to comply with RRS 29.1 shall be the addition of (20) twenty minutes to her elapsed time. This alters RRS 29.2 and 64.1.

17. Time Limit:

17.1 The time limit for each class shall be three hours from the start of each class.

17.2 Any yacht that has not finished within 45 minutes after the first yacht in its class to finish will be scored OTL (Over Time Limit) and will be given a finishing position one lower than the last boat to have finished within the time limit. This alters RRS 35 and A4. If there are yachts still racing, the Race Committee will announce the expiration of the time limit via the designated VHF channel. Affected yachts should return to the starting area as soon as possible.

18. Withdrawal: Yachts withdrawing shall notify the Race Committee by VHF transmission as soon as possible (see Sailing Instruction 22).

19. Protests:

19.1 The Official Protest Notice Board will be the notice board in the hallway outside the Trophy Room at the Corinthian Yacht Club.

19.2 Boats intending to protest must notify the Race Committee of their intent to protest when crossing the finish line. The protesting yacht shall deliver a written protest to the Protest Desk at the Corinthian Yacht Club. The protest shall be delivered within (1) one hour, of the docking of the protesting yacht's Race Committee Signal Boat. The docking times will be posted on the Official Notice Boards. Protest Forms will be available at the Protest Desk and at Race Committee Offices.

19.3 All scheduled hearings will be posted on the Official Protest Notice Board within 30 minutes of the end of protest time, to inform competitors as to when and where there is to be a hearing in which they are parties to a protest or named as a witness. Competitors must check the Official Protest Notice Board, as this notice shall constitute notification of parties under RRS 63.2.

20. Protest Arbitration: This alters RRS 60.1(b), 63.1, 63.6 and 66.

20.1 An arbitration meeting may be held prior to the protest hearing for all protests involving violations of Part 2 of the Racing Rules of Sailing.

20.2 After a protest form is delivered, one designated representative (conforming to RRS 63.3(a)) of each party may appear before the arbitrator. No witnesses are permitted.

20.3 After hearing the testimony of each representative, the arbitrator shall reach one of the following conclusions:

a. There was no breach of a rule. If the protestor agrees, the protest is withdrawn. If the protestor disagrees, the matter goes to the jury for a hearing.

b. There was a breach of a rule by one or more of the yachts involved. The representative(s) of the offending yacht(s) have the option of accepting a 50% alternative penalty (calculated as in RRS 44.3(c)) or submitting the matter to the jury for a hearing. If the penalty is accepted, the matter cannot be reopened, made the subject of a redress request, or appealed.

c. The matter should go to the jury for a hearing.

20.4 When the protest is referred to the jury, the arbitrator shall not be a member of that jury, but may observe the hearing and be called as a witness.

21. Scoring:

21.1 The Low-Point Scoring System (RRS Appendix A2) will apply. A quarter point bonus will be awarded for first place (alters RRS Appendix A4.1). If Classes in Division 1 and Division 2 with handicaps less than 141 sail 6 races or more or if Class in Division 2 with handicaps of 141 and greater and Division 3 sail 5 races or more there will be a throw out (alters RRS Appendix A2).

21.2 One race must be completed to constitute a series.

21.3 RRS A8.2 is changed as follows: "When a tie still remains, it will be broken in favor of the yacht with the lowest total corrected time for all races (for a yacht scored DNC, DNS, DNF, RET, OTL or DSQ, or a yacht accepting a penalty her corrected time in that race shall be the corrected time of the yacht finishing last in that class plus one minute)."

21.4 Scores will be based on corrected time, using 2009 PHRF-New England handicaps.

21.5 The posted distance, adjusted for offset marks and finish lines beyond the windward or leeward marks, will be official for scoring purposes.

21.6 The corrected time will be displayed rounded to the nearest second. The actual finish to will be to the resolution of the calculation.

22. Radio Communications:

22.1 The Race Committees staffing each Line will monitor the following VHF frequencies from 0900 until they dock after the day's racing has been completed. During the starting sequence no communications will be acknowledged unless marine safety is involved.

Race Committee	VHF Channel	Committee Boat
Line 1 Boston Yacht Club	Channel 71	Carl A. Alberg
Line 2 Eastern Yacht Club	Channel 72	Emerson T. Oliver
Line 3 Corinthian Yacht Club	Channel 78	Pegasus

22.2 Emergency conditions should be reported directly to the Race Committee of the Line involved using the assigned VHF channel per SI 22.1 above. Boats in need of assistance can call the Marblehead Harbor Master on VHF Channel 16. The Corinthian Dock Master will monitor VHF Channel 9. It is requested that all committees and contestants transmit only at one (1) watt.

23. Inspections:

23.1 The race committee may conduct random inspections to verify compliance with the Notice of Race; the Sailing Instructions; and ORC, PHRF New England and Coast Guard regulations.

23.2 The inspection of a yacht is not a certification that the yacht is seaworthy or properly equipped. Such a determination is solely the responsibility of a yacht's captain.

24. Prizes:

24.1 Daily prizes will be awarded for first through third in each class.

24.2 Series prizes will be awarded to the yachts finishing first through sixth in each class.

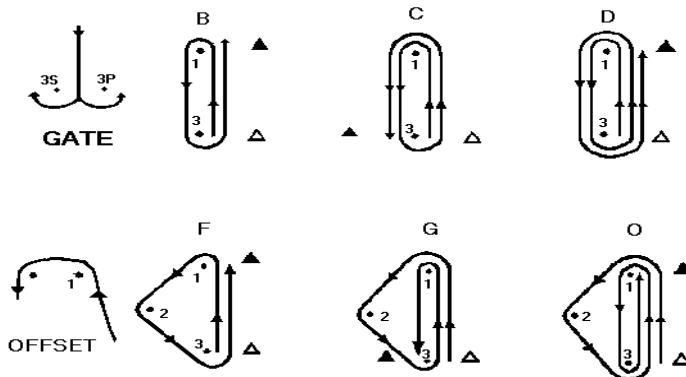
24.3 The FLEET Challenge Trophy will be awarded to the winning PHRF Fleet.

24.4 An overall performance trophy will be awarded to the winner of the spinnaker PHRF class with the closest racing.

25. Disclaimer of Liability:

Competitors participate in the regatta entirely at their own risk. See RRS 4 Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Illustration A--PHRF-NE COURSES



The starting line race committee boat is designated by the open triangle. The finish line race committee boat is designated by the filled triangle.