

1. Rules

The race will be governed by The Racing Rules of Sailing (RRS), the 2011 Eastern Connecticut Sailing Association Rules and the current PHRF regulations as administered by PHRF-ECSA (except as any of these that are altered by these sailing instructions).

2. Entries

Eligible 2011 PHRF-LIS yachts may be entered by completing registration with the Milford Yacht Club.

3. Changes to Sailing Instructions and Notices To Competitors

3.1 Changes to the Sailing Instructions will be posted on the official notice board outside the MYC Dockmaster's Office by 0900 the day of the race.

3.2 Notices to competitors, if any, will be posted on the official notice board outside the MYC Dockmaster's Office.

4. Signals Made Ashore

4.1 Signals made ashore will be displayed from the flagpole behind the Clubhouse at Milford Yacht Club.

4.2 Code flag "AP", Answering Pennant, with two horns means "the race is postponed; do not leave the harbor area." The first warning signal will be made no less than 60 minutes after "AP" is lowered.

5. Schedule of Race

The race is scheduled for Saturday, August 6, 2011, with the Warning signal for the first class at 1200. Subsequent classes will follow in alphabetical order. Only one race is scheduled per class.

6. Class Flags

Class flags will be as follows:

Class	Class Flag
Class A	Red
Class B	White
Class C	Blue
Class D	Green

7. Starting Area

All classes will rendezvous approximately one mile South of Charles Island.

8. Courses and Marks

8.1 All Marks used, including the Starting Mark and the Finishing Mark, will be bright tetrahedron inflatable buoys.

8.2 The two course diagrams can be found on page 4 of these instructions.

8.3 Course 1: A windward / leeward course with an up-wind finish and with possible multiple complete circuits. The distance and bearing to the windward mark (Mark "A") will be posted. The leeward mark (Mark "B") will be positioned approximately 1 nm to leeward of the starting line. For details, refer to course diagram on page 4 of these instructions.

8.4 Course 2: A windward / leeward course with a down-wind finish and with possible multiple complete circuits. The distance and bearing to the windward mark (Mark "A") will be posted. The starting mark (Mark "S") will be used as the leeward mark if multiple circuits are signaled.

8.5 The course will be signaled as in the following example:

A	Class(es)
2	Course Number
3	Number of Complete Circuits
210	Bearing to Mark "A"
2.5	Distance to Mark "A" in Nautical Miles

The course, as identified by the Course Number, may include multiple circuits.

8.3 The Race Committee may designate a different course for one or more classes by posting the class letter(s) followed by the respective course number.

8.5 R"16" Charles Island Bell, R"2" Welches Point, and R"12" Pond Point shall be passed to seaward.

9. The Start

9.1 Starting signals will be made in accordance with RRS Rule 26, with classes starting in alphabetical order. Please note: The starting sequence **MAY** or **MAY NOT** be a rolling sequence. It is up to the individual boats to watch for their Class Flag which will designate the Warning Signal for that class.

9.2 The starboard end of the starting line will be a staff displaying an orange flag on the Race Committee boat. The port end of the starting line will be the starting mark, (Mark "S"), a brightly colored inflatable tetrahedron buoy.

9.3 Yachts whose warning signal has not been made shall avoid the starting area.

10. Recalls

10.1 Individual Recalls: As a courtesy, the Race Committee may attempt to notify any boats on the course side of the starting line via VHF channel 72 69. Failure to do so will not be grounds for redress. This changes Rule 62.1(a).

10.2 When a general recall has been signaled, the start(s) for the succeeding class(es) will follow the new start for the recalled class.

11. Change of Course

To change the next leg of a course, the Race Committee will position a new mark (identified by a black band) or move the finish line and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark (no black band).

12. The Finish

For all courses, the finish line shall be between a staff displaying an orange flag on the Race Committee Boat and the finish mark, which shall be a brightly colored inflatable tetrahedron buoy.

13. Penalty System

The 720 Turns Penalty, RRS Rule 44.1 and 44.2 will apply.

14. Time Limit

The Time Limit for each class will be 5 hours for the first boat to finish. For each class, boats failing to finish within 60 minutes after the first boat sails the course and finishes will be scored DNF without a hearing. This changes RRS Rule 35, 63.1, A4 and A5.

15. Protests

15.1 A yacht shall hail the Race Committee boat at the finishing line of its intent to protest and identify the protested yacht at the first opportunity after finishing or withdrawing.

15.2 Protests shall be written on US Sailing Protest forms available from the Race Committee.

15.3 Protests must be delivered to the Race Committee at the Milford Yacht Club within 30 minutes after the Race Committee docks. Protest Time will be posted on the Notice Board.

15.4 Notice of Protest by the Race Committee or the Protest Committee will be posted on the Notice Board to inform boats in compliance with RRS 61.1(b).

15.5 RRS 62.2 and 66 are changed to provide that requests for redress and requests to reopen a hearing must be delivered within ½ hour of the time final results have been posted.

16. Withdrawal

A yacht which retires from the race is asked to notify the Race Committee (Ch 72), or if that is not possible, the dock crew at the Milford Yacht Club.

17. Scoring

17.1 Boats will be scored using the Low Point method in accordance with RRS Appendix A.

17.2 Corrected finish order will be computed using the Time on Time Method with a B factor relative to average conditions of the day.

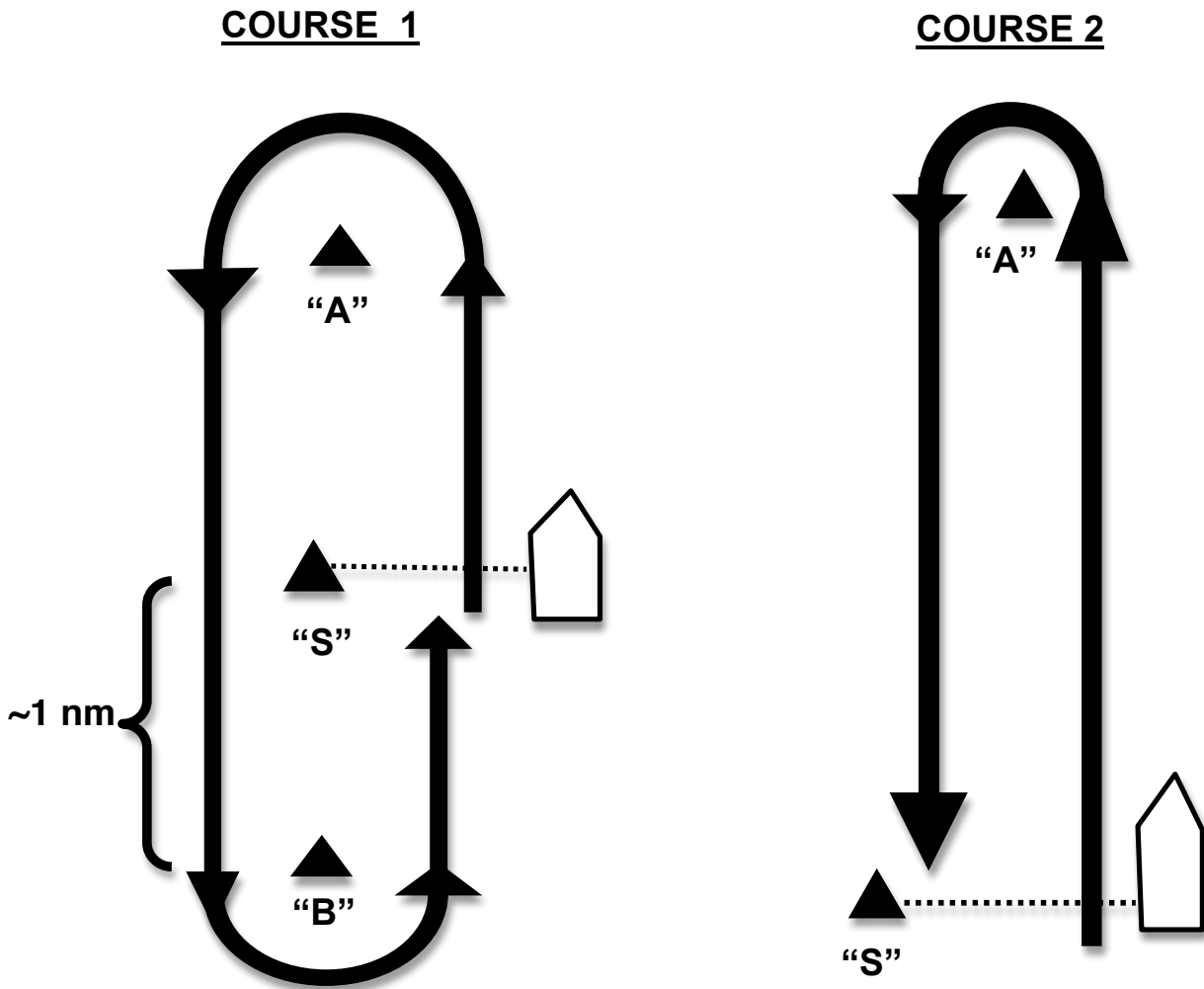
18. Prizes

18.1 Awards will be presented on the day of the race.

18.2 The Boardman Cup will be awarded to the club whose top three finishing spinnaker entries total the lowest score, based on their class finishes. Awards will be given to the top three finishers in each class.

19. Discrepancies

If there is a discrepancy between the NOR and the SI's, then the SI's will take precedence.



COURSE 1: Windward / Leeward course with an up-wind finish. In the case of multiple circuits, both the start and finish lines remain between “S” and an orange flag on the RC Signal Boat, but these marks shall be ignored during other up-wind and down-wind legs. On the up-wind finish leg, “S” is left to port.

COURSE 2: Windward / Leeward course with a down-wind finish. In the case of multiple circuits, both the start and finish lines remain between “S” and an orange flag on the RC Signal Boat, but “S” will be the leeward mark on each circuit and will be left to port when rounded. On the down-wind finish leg, “S” is left to starboard.