



**TWENTY HUNDRED CLUB  
THE 2011 PRINCE HENRY RACE**

**A Unique and Challenging Contest of Navigational Skills, Wits, and Stamina  
Saturday, August 27, 2011  
SAILING INSTRUCTIONS  
THE ORGANIZING AUTHORITY IS THE TWENTY HUNDRED CLUB**

- OBJECTIVE -To sail the longest distance (corrected for handicap) within the specified Time limit.

**1. RULES**

- The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2009-2012, and these sailing instructions.
- The current Offshore Racing Council "Special Regulations Governing minimum equipment and accommodation standards" Race Category 4 will apply except that life jackets need not be worn and excepting flares. For flares, legal Coast Guard mandated flares will be acceptable.

**CRUISING CANVAS RULES**

- A.** Spinnakers, mizzen spinnakers, and mizzen staysails are not allowed.
- B.** Only one sail at a time may be used forward of the main mast except where a staysail may be used on a standard double headed cutter rig. This does **NOT** prohibit a transient condition during sail changes.

**FAMILY CLASS RULES**

- A.** Same as Cruising Canvas, except the crew may have no more than two members over the age of 16 at the time of the race.

**2. ENTRIES**

Eligible yachts may be entered by completing registration with the organizing authority. Eligible competitors shall have completed the form included with the notice of race, and have it received by the organizing authority together with the appropriate fees and PHRF-NB.

**3. NOTICE TO COMPETITORS**

Notice to competitors will be available from the line setter.

**4. CHANGES IN SAILING INSTRUCTIONS**

Any change in the sailing instructions will be available in writing from the committee boat or line setter.

**5. SIGNALS MADE ASHORE**

All signals will be made from the committee boat. No signals will be made ashore.

**6. SCHEDULE OF RACE**

August 27, 2011 - 0850 warning signal **GPS TIME**. There will be one race.

## **7. STARTING SEQUENCE**

<b>TIME</b>	<b>SIGNAL</b>
<b>0850</b>	<b>WARNING 3 LONG BLASTS</b>
<b>0855</b>	<b>PREPARATORY 2 LONG BLASTS</b>
<b>0900</b>	<b>START 1 LONG BLAST</b>

The starting sequence will be broadcast on Channel 72 by the starter and by sound signals from the line setter. If a yacht is late, she still must start in accordance with the Starting Procedure. She must anchor, with lowered sails, and crew below before starting. She must notify the starter or line setter upon starting.

### **7.1 STARTING LINES**

There are five starting lines. Each is designated by a mark (see 10.1 and Appendix A) which is the starboard end of the line. The Line Setter at each line will be anchored at the port end of the line. The line shall be perpendicular to the course to the first mark. Other contestants shall anchor along or behind the line but not more than 300 yards from it. The line setter shall report, on Channel 72, all participants at his/her location to the starter.

### **7.2 STARTING PROCEDURE**

The start will be "fisherman style". All boats must be at anchor at the time of the warning signal. Engines must be turned off. Sails must not be hoisted, but mainsail covers may be off and head sails may be hanked on or through the pre-feeder and led into the track with sheets led aft and bent on. This means that headsails may NOT be rolled up on a roller furler. When the preparatory signal is sounded, all crew must be below. At the starting signal, the crew may go on deck, hoist sails, weigh anchor, and sail. All classes will start together. Rule 30.1 shall apply to the start.

## **8. RACING AREA**

The race will be held in Narragansett Bay and Rhode Island Sound.

## **9. THE COURSE**

The possible marks are listed in Appendix B. The choice of course to be sailed by each competitor is at the discretion of each competitor, subject to the following constraints:

- Only the legs listed in Appendix C may be sailed.
- The sequence of legs sailed must make an uninterrupted line from start to finish.
- A leg between two marks may be sailed in either direction.
- A leg may be sailed at most twice, except the legs to a Starting or Finishing Mark which may be sailed only once.
- Marks may be passed on either side, but that side must be the appropriate one: if the next mark bears to port, the mark must be left to port; if the next mark bears to starboard, then the mark must be left to starboard. If a leg is to be immediately repeated, the mark may be left to either hand.
- Only the center spans of the Mount Hope, Newport, and both Jamestown bridges may be used. Government marks RN"2" south of Hog Island, and C"1" Despair Island, must be passed on the proper side. Other government marks do not have a proper side for the purposes of this

race.

**9.1** Competitors are advised that Narragansett Bay is regarded as a NARROW CHANNEL for the purposes of rule 9(b), International Regulations for Preventing Collisions at Sea (COLREGS).

## **10. MARKS**

Turning marks will be government buoys.

**10.1 STARTING MARKS** are listed in APPENDIX A

**10.2 TURNING MARKS** are listed in APPENDIX B

**10.3 OFFICIAL LENGTHS OF THE LEGS OF THE COURSE** are listed in APPENDIX C

## **11. ENGINES**

Beginning at 0930 and any time thereafter, engines may be used for a total of 30 (thirty) minutes. They may be used any number of times during the race as long as total running time does not exceed thirty minutes. The running time must be properly documented on the log sheets.

## **12. THE FINISH**

The finish line will be between Gong R“2”, entrance to Wickford Harbor, and the white flag on the committee boat.

**12.1** If a committee boat is not on station, yachts will record their own time when Gong R“2” bears 0 degrees magnetic.

## **12.2 FINISHING PROCEDURES AND TIME LIMITATIONS**

Racers finish the race by crossing the finish line at Wickford Harbor anytime between 1500 and 1600 hours. Finishing at 1530 exactly is optimal. Finishing between 1500 and 1530 incurs no penalty. Finishing between 1530 and 1600 hours incurs a mileage penalty. Finishing before 1500 or after 1600 hours will result in **disqualification**.

## **12.3 LOG SHEETS**

Each skipper must submit a properly completed log sheet to the Race Committee as soon as practical after finishing

## **13. PROTESTS**

Yachts intending to protest must notify the Race Committee immediately upon crossing the finish line. Protests shall be written on forms available from the race committee, and lodged within 1 hour after the protesting boat finishes. Hearing times will be announced.

## **14. SCORING – Penalty for finish between 1530 and 1600 Hours**

Penalty Miles = (Minutes Late/250) X (Actual Miles Sailed)

### **Adjustment for PHRF**

Time Allowance = (Actual Miles - Penalty Miles) X (PHRF/3600)

### **Corrected Speed**

Corrected Speed in knots = 
$$\frac{\text{Actual Miles} - \text{Penalty Miles}}{6.5 + (\text{Minutes Late}/60) - \text{Time Allowance}}$$

**Final Mileage Attained**

Final Mileage = Corrected Speed X 6.5

**15. ADDITIONAL INFORMATION**

Competitors may contact the Race Committee on Channel 72.

## APPENDIX A - STARTING MARKS

STARTING AREA	MARK
1 EAST GREENWICH	C“3” Warwick Neck 0.5 miles W of the flagpole on Warwick Neck
2 BARRINGTON	G“1” FI G 4sec Rumstick Point 0.5 miles S of Rumstick Point
3 BRISTOL	C“3” Usher Rock 0.2 miles E of Usher Cove
4 WICKFORD	R“2” Gong Harbor Entrance 0.1 miles E of Breakwater Opening
5 NEWPORT	G“3” Gong Rose Island 0.2 miles SE of Rose Island
6 WARWICK	G“19” QG 1.1 miles W of Nyatt Point

## **APPENDIX B - TURNING MARKS**

- A** R“2” FIR 4 sec whistle 2.4mi S of Point Judith
- B** FIG 4sec “3”gong, Whale Rk 1mi WSW Beavertail Pt.
- C** RW“NB” FI 4sec horn RACON 4.0mi S of Beavertail Pt
- D** RW“SR” Mo(A) Whistle 1.5mi SW of Sakonnet Point
- E** G C“5” 0.5mi W of High Hill Point, Sakonnet River
- F** R“4” FIR 4sec Bell 0.7mi S of Spar Isl. Mt. Hope Bay
- G** R“8” FIR 4sec Bell 1.0mi E of Spar Isl. Mt. Hope Bay
- H** RN“2” 0.1mi W of Cedar Cove, Cole River
- I** RG“MH” FI(2+1)R 6sec Gong 0.5mi S Mount Hope Point
- J** G“3” FIG 4sec Bell 0.5mi S Hog Island
- K** RG“SP” Bell 1.3mi SE of Homestead, Prudence Island
- L** RN“22” 0.25mi SW of Dyer Island
- M** GC“13” 0.2mi N of Newport Bridge center span
- N** G“11” FIG 2.5 sec Bell The Dumplings
- O** R“2” FIR 4sec Bell 0.5mi NE of Conanicut Point
- P** G“7” QG 0.5mi SE of Quonset Point
- Q** R“8” FIR 4sec 0.2mi W of Patience Island
- R** R“16” QkFIR 0.4mi SW of Nyatt Point
- S** R“10” QkFI R Bell Rumstick Neck Reach 0.6mi NW North Point
- T** RGN 0.5mi N Providence Point, Prudence Island
- U** R“2” FIR 2.5sec Bell 0.8mi W of Hog Island
- V** RG FI(2+1)R 6sec Gong 0.1mi S of Dutch Island
- W** RG“NR” Bell 0.3mi SSW Beavertail Point
- X** RGN 0.1mi S of Prudence Island

**\*ALL of the ABOVE DISTANCES ARE APPROXIMATE**

## APPENDIX C

### OFFICIAL LENGTHS OF THE LEGS (miles)

#### STARTING LEGS

1-Q 1.33 4-P 1.77  
2-S 0.73 5-N 1.06  
3-U 1.43 6-R 1.07

#### FINISHING LEG

P- 4 1.77

#### OTHER LEGS

<b>AB 8.54</b>	<b>GH 1.90</b>	<b>OP 1.63</b>
<b>AC 5.93</b>	<b>HI 3.40</b>	<b>OQ 5.03</b>
<b>AD 13.40</b>	<b>IJ 2.33</b>	<b>OX 1.50</b>
<b>BC 3.91</b>	<b>JK 1.34</b>	<b>PQ 4.88</b>
<b>BP 8.32</b>	<b>JU 1.49</b>	<b>PV 5.20</b>
<b>BV 3.11</b>	<b>KL 2.35</b>	<b>QR 3.75</b>
<b>BW 0.80</b>	<b>KM 6.83</b>	<b>QT 1.45</b>
<b>CD 7.94</b>	<b>KU 1.39</b>	<b>RS 2.28</b>
<b>CN 6.27</b>	<b>LM 4.51</b>	<b>RT 2.60</b>
<b>CW 3.66</b>	<b>LO 2.42</b>	<b>ST 1.77</b>
<b>DE 6.92</b>	<b>LX 0.93</b>	<b>SU 3.13</b>
<b>EF 7.62</b>	<b>MN 1.56</b>	<b>TU 3.06</b>
<b>FG 1.26</b>	<b>MO 4.15</b>	<b>VW 3.07</b>
<b>FI 1.03</b>	<b>NW 3.37</b>	

# PRINCE HENRY THE NAVIGATOR RACE LOG

2011

YACHT \_\_\_\_\_ SAIL # \_\_\_\_\_  
SKIPPER \_\_\_\_\_ CLASS \_\_\_\_\_

LEG #	MARK ROUNDED <small>(ENTER THE LETTER)</small>	PORT OR STARBOARD <small>(P OR S)</small>	TIME OF ROUNDING	ENGINE ON – OFF <small>ENTER TIMES TURNED ON OR OFF</small>	MINUTES OF USE <small>(ENGINE USE) See SI Rule 11</small>	MILES SAILED APPENDIX C
1	Starting Mark					
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

TOTAL ENGINE TIME \_\_\_\_\_ TOTAL MILEAGE \_\_\_\_\_

I HEREBY CERTIFY THAT I HAVE SAILED THE RACE ACCORDING TO THE SAILING INSTRUCTIONS AND THAT THE INFORMATION SUBMITTED ON THIS LOG SHEET IS CORRECT TO THE BEST OF MY ABILITY.

SKIPPER'S SIGNATURE \_\_\_\_\_