

2007 NSSC/DRYA TUNE UP SAILING INSTRUCTIONS

Saturday, May 12th, 2007, 11:00am

The race will be run using “2006 DRYA SAILING INSTRUCTIONS FOR “A” Course as modified below

These Detroit Regional Yacht-Racing Association (“DRYA”) sailing instructions (including the course-specific sailing instructions on page 3) apply only to the extent that they are adopted by the DRYA-member club that sponsors a regatta (“Sponsoring Club”) in its sailing instructions for the regatta. The Sponsoring Club may change these DRYA sailing instructions in the Sponsoring Club’s sailing instructions, which shall control if there is a conflict between the two.

- 1. RULES** – This regatta is governed by the “rules” as defined in the Racing Rules of Sailing for 2005-2008 (“RRS”). These include the prescriptions of the United States Sailing Association (“US SAILING”), the Notice of Race (except as any of these may be changed by these Sailing Instructions) and these Sailing Instructions.
- 2. ENTRIES** - This regatta is open to boats owned by clubs, or members of clubs, holding current memberships in the DRYA and to others on invitation of the Sponsoring Club. PHRF handicaps will be those assigned by the DRYA, 23915 Jefferson, St. Clair Shores, MI 48080 (telephone (586) 778-1000, e-mail at thedrya@aol.com). R.C. will assign temporary ratings as needed.
- 3. AGREEMENT TO ASSUME RISK** - In consideration of being permitted to enter this regatta and being fully knowledgeable of the risks of sailing as a competitive sport, all competitors, crew members and guests aboard voluntarily assume all risks associated with participating in this regatta. Competing boats shall in all respects be ready for sea and sailed by an adequate and capable crew. It shall be the sole and inescapable responsibility of the skipper and crew of the boat to decide whether to start or continue a race. The skipper must assure that all equipment required by the United States Coast Guard, as well as other necessary safety equipment, is aboard and properly maintained and stowed and that the crew knows where it is kept and how it is used.
- 4. INTERFERENCE WITH SHIPPING** - When crossing the shipping channel (see U.S. Chart #14850), boats are forbidden to interfere with major ships (Federal law 89-764). No restriction is placed on use of the water by other parties. Competitors therefore shall adhere to USCG Rule 18, which reads in part: “(b) A sailing vessel underway shall keep out of the way of:...(ii) a vessel restricted in her ability to maneuver.”
- 5. TRASH** - Boats shall not discharge trash overboard.
- 6. CLASS FLAGS** – Classes will be identified by the following class flags: **BOATS WILL NOT BE REQUIRED TO FLY A CLASS FLAG per #7, CLASS SPLITS AND START ORDER WILL BE AVAILABLE FROM RC BOAT**

“AB” COURSE	
Class	Class Flag
START #1	Pink
START #2	Green
START #3	Yellow
START #4	Purple
START #5	Light Blue

- 7. IDENTIFICATION** – Boats shall carry proper sail numbers on mainsails, spinnakers and any sails attached to the headstay that have a luff perpendicular exceeding 130% of the base of the foretriangle.
- 8. COURSES & MARKS** - All distances are approximate and in nautical miles (*nm*). The Starting Line Signal Boat shall display a placard showing the approximate magnetic bearing to first mark. Except as provided in Sailing Instructions 13 and 14, all rounding marks are orange inflated pyramids. All marks shall be rounded to port except as provided in Sailing Instruction 14(b).
- 9. STARTING** – Races will be started using RRS 26 and the class flags designated in Sailing Instruction 6. The warning signal for the first class will be made at **11:30 a.m.**

Attention Signal - The Race Committee will make a series of short sound signals approximately one minute before the warning signal for the first class, and approximately one minute before the warning signal for any other class whose warning signal is made after (not with) the starting signal for the preceding class, unless at that time a Postponement (AP) or General Recall (1st Substitute) is lowered or a course change is signaled in accordance with Sailing Instruction 13.

Order and Number of Starts - If there are boats from all classes in the racing area, classes will start in the order in which they are listed in Sailing Instruction 6. However, the Race Committee may eliminate the starting sequence for a class if no boats from the class are in the starting area. Classes will be signaled by class flags in accordance with RRS 26. Start numbers will not be displayed.

10. LIMIT MARKS - One or more limit marks (buoy with red and green horizontal bands) may be set near the Starting Line Signal Boat and/or the Race Committee boat on station at the finishing line. When a boat touches any limit mark, or the Signal Boat or Race Committee boat, or passes between any of them, the boat shall have touched a mark.

11. VISUAL SIGNALS - Any flag referred to in these Sailing Instructions or the RRS may be replaced by a cylindrical shape that resembles the flag it replaces. This changes RRS Race Signals.

12. INDIVIDUAL RECALLS - In addition to signaling in accordance with RRS 29.1, the Race Committee may hail, or announce by VHF radio, the sail numbers of boats subject to individual recall. The failure to do so or an incorrect or late hail or announcement shall not be grounds for redress. This changes RRS 62.1.

13. CHANGE OF COURSE BETWEEN STARTS - In the event of wind shifts after the start of one or more classes, the Race Committee may set a different windward mark for the classes that have not started. The Starting Line Signal Boat will signal the change by displaying flag "C" and the magnetic bearing to the new windward mark and making short sound signals one minute before the warning signal for the first class starting after the change. The new windward mark will be a yellow inflated pyramid. The Starting Line Race Signal Boat will continue to display flag "C" to each class for which the yellow windward mark applies. When in a subsequent change of course the new windward mark is replaced, it will be replaced with an original mark.

14. CHANGE OF COURSE AFTER ALL STARTS - (a) A change of course after the start of all classes will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. The new mark will be a yellow inflated pyramid. Any mark to be rounded after the new mark may be relocated to maintain the course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

(b) When a green flag is displayed on the Race Committee boat signaling the change of course, the mark that begins the changed leg shall be rounded to starboard. Subsequent marks shall be rounded to port unless otherwise signaled by a green flag in accordance with the preceding sentence.

15. SECOND RACE - Two races may be sailed each day when conditions permit in the Race Committee's judgment. Numeral pennant 2 displayed on the Race Committee boat on station at the finishing line while boats are finishing the first race means that the Race Committee has scheduled a second race for that day. The Race Committee on each course will attempt to finish the majority of the boats in the last race by 1500 hours.

16. TIME LIMIT - The time limit for each class (measured from its starting signal) shall be the number of hours determined by dividing (a) the rhumb-line course length (based on the course signaled for the class at the start of the race) by (b) 2.0 knots (nm/hour).

17. PROTESTS - A protesting boat shall deliver a written protest to the Race Committee no later than 1800 hours on the day of the regatta or two hours after the last boat in its class finishes the last race of the day, whichever is later. Protest hearings will be held at Bayview Yacht Club, 100 Clairpointe, Detroit, Michigan, beginning at 7:30 p.m. on the first Monday after the regatta.

18. SCORING - The Low Point Scoring System (RRS A4) will apply except that each boat's score will be the total of its race scores with no discards. This changes RRS A2. Results will be published on the NSSC RC Board 32041 South River Road, Harrison Twp., Mi, 48045 and posted on web at <http://www.northstarsail.org/index.htm>

19. AWARDS - No awards will be given the intent of this event is for boat and crew training and preparation only

***SEE THE COURSE-SPECIFIC SAILING INSTRUCTIONS,
INCLUDING COURSE DESCRIPTIONS AND DIAGRAMS, ON PAGE 3***

SAILING INSTRUCTIONS FOR "A" COURSE

COURSE LOCATIONS - The center of the "A" Course circle bears approximately 039° magnetic, 5.9 nm from Peche Island Range Rear Light (F 115ft PA). The approximate location is 42° 26.2' North, 082° 50.7' West.

STARTING AREA - The starting area on each course shall be up to 1.0 nm downwind from the center of the course circle. Approximately 30 minutes before the warning signal for the first race, a Race Committee boat will be **near the intended start area**, displaying flag "L". This Race Committee boat shall proceed to the starting area after the Race Committee determines its location.

STARTING & FINISHING LINES - The starting line on the "A" Course shall be between the staff displaying an orange flag on the Starting Line Signal Boat and the water's edge of **an orange inflatable buoy nearby**. The finishing line shall be between the staff displaying an orange flag on a Race Committee boat and the water's edge of a nearby mark.

COURSES – **If the Starting Line Signal Boat displays numeral pennant 3** before or with the warning signal for the start of the first class, boats will sail a windward-leeward course with three legs (Start-1-2-Upwind Finish).

If the Starting Line Signal Boat displays numeral pennant 4 before or with the warning signal for the start of the first class, boats will sail a windward-leeward course with four legs (Start-1-2-1-Downwind Finish).

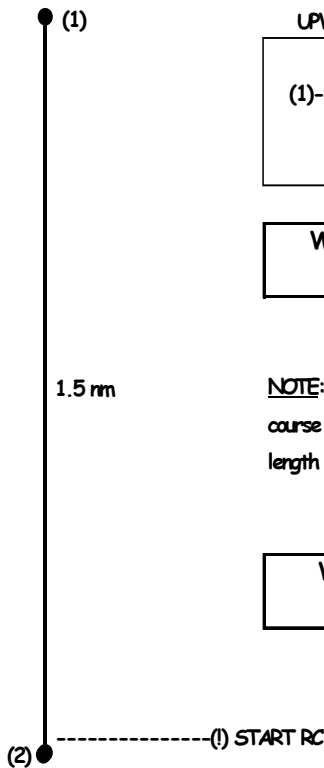
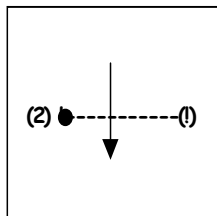
If the Starting Line Signal Boat displays numeral pennant 5 before or with the warning signal for the start of the first class, boats will sail a windward-leeward course with five legs (Start-1-2-1-2-Upwind Finish).

COURSE LENGTH – No later than the warning signal for the first start, the Starting Line Signal Boat shall display the approximate distance from the mid-point of the starting line to mark 1 (in nautical miles) on a chalkboard or placard.

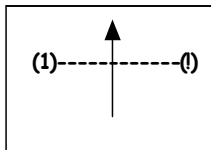
RADIO MONITORING - Boats are requested to monitor VHF channel 72 on the "A" Course from one hour before the warning for the first start until after finishing.

NOTE: Marks to port except as provided in Sailing Instruction 14(b).

DOWN WIND FINISH



UPWIND FINISH



WHEN NUMERAL PENNANT "3" IS DISPLAYED:
START-1-2-UPWIND FINISH

NOTE: Distances between rounding marks illustrate the course if the Race Committee displays 1.5 nm as the length of the first leg (starting line to mark 1).

WHEN NUMERAL PENNANT "4" IS DISPLAYED:
START-1-2-1-DOWNWIND FINISH