

GROSSE PONTE FARMS BOAT CLUB
2021 THURSDAY NIGHT SAILING SERIES
NOTICE OF RACE AND SAILING INSTRUCTIONS

Spring Series: May 27th, June 3rd, June 10th, June 17th, and June 24th, 2021

Summer Series: August 5th, August 12th, August 19th, August 26th, and September 2nd, 2021

1. RULES AND MANAGEMENT

The sailing and management of these sailing race series shall be governed by the "rules" as defined in the Racing Rules of Sailing and the prescriptions of US Sailing for 2021-2024 (RRS), except as modified by these sailing instructions. The US Sailing prescription to 63.2 shall not apply. The race series shall be under the management of the Race Committee, which shall have full and final authority in interpreting the rules and conditions of the races. These races shall be sailed and scored using PHRF time-on-time handicaps and scoring method.

2. 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 contestants including but not limited to, skippers, crew members and guests on board voluntarily assume all risks associated with participation in the event. It shall be the sole responsibility of the skipper and crew of each yacht to decide whether or not to start, to continue or to finish a race. The skipper and crew must assure that all U.S. Coast Guard required equipment and safety equipment is properly maintained, on board and stowed in a manner that is accessible when needed, and that the crew knows where the equipment is kept and how to use it.

3. ENTRY

Competitors may enter the race series by completing the entry form and paying the entry fee to the Race Committee.

4. IDENTIFICATION

Yachts shall carry proper sail numbers on mainsails, overlapping genoas and spinnakers. Any yacht that does not have the proper sail numbers shall notify the Race Committee of such issue and the Race Committee, may, in its sole discretion, elect not to score such yacht. This changes Rule 77.

5. MEASUREMENT AND RATING

Yachts shall be classed and rated in accordance with the latest measurements and PHRF rating accepted by and on file with the Detroit Regional Yacht-Racing Association (DRYA) or upon assignment by the Race Committee.

6. INTERFERENCE WITH SHIPPING

Yachts participating in these races shall not interfere with major shipping navigating within the shipping channel that is restricted in her ability to move in accordance with Federal law 89-764 and USCG Rule 18. Yachts violating these provisions shall be subject to protest by the Race Committee.

7. COURSES

Refer to the course diagram on page 6. The course diagram is not intended for navigational purposes. The course marks A and C are round inflatable buoys. Mark B is the green can channel marker G"11" on the west side of the Lake St. Clair shipping channel. Mark X (formerly Mark D; changed for clarity for Marine Radio announcements) is an inflatable buoy south of the Grosse Pointe Farms water intake. There are three possible courses that may be selected by the Race Committee, and each of those courses may be designated as port or starboard.

Transit through Canadian Waters Note: At the time of issuance of this NOR, US boats are prohibited from sailing in Canadian waters.

The Regular Course length is approximately **6.1** nautical miles. Regular Course-Starboard shall be sailed Start, A, B, C and then to the finish line with each mark rounded to starboard. Regular Course-Port shall be sailed Start, C, B, A to finish with each mark rounded to port. Course direction flags will be displayed on the right hand side of the yardarm on the outer break wall of the Grosse Pointe Farms Pier Park, as viewed from the water. Marks shall be left to port if a red flag is displayed on the Race Committee stand; marks shall be left to starboard if a green flag is displayed. All marks shall be in sequence with the course selected by the Race Committee.

The Modified Course length is approximately **4.7** nautical miles. Modified Course-Starboard shall be sailed Start, A, B, X, and then to the finish line, finishing upstream with each mark rounded to starboard. Modified Course-Port shall be sailed Start, X, B, A, and then to the finish line, finishing downstream with each mark rounded to port. **Cal 25 class will always sail the Modified Course. When a solid white flag is flown beneath the course direction flag, class Nonsuch and Catalina 27 shall sail the Modified Course.**

Spinnaker B, Sport Boat and Spin A will never sail the Modified Course.

The Short Course-Starboard shall be sailed Start to Mark A which shall be left to starboard, then to the finish line, finishing downstream leaving the start/finish mark to port.

The Short Course-Port shall be sailed Start to Mark X which shall be left to port, then to Mark B which shall be left to port, then to Mark X which shall be left to starboard, then to the finish line, finishing upstream leaving the start/finish mark to starboard.

8. SHORTENING THE COURSE

Before the Start, one of the Short Courses shall be designated by Code Flag "S" (Blue Square in White Field) displayed from the yardarm on shore together with a green flag for Short Course-Starboard or a red flag for Short Course-Port. **When one of the Short Courses is selected, all classes will sail it.** There is no provision for shortening the course after the start.

9. START AND FINISH

All classes shall start between the "RC" flag (Race Committee), on the center of the yardarm, and a buoy located east or southeast of the break wall. The starting buoy will be an inflatable red or orange ball.

10. RADIO MONITORING

Radio monitoring is recommended but not required. The Race Committee shall use **VHF channel 71**. The Race Committee may report start time count and visual signals displayed by the Race Committee over **channel 71**. The information reported by the Race Committee is provided as a courtesy only and does not in any way alter the competitor's responsibility to observe the Race Committee's visual signals which govern the conduct of the race. Errors or omissions in such radio reports shall not be grounds for granting redress.

11. **STARTING SEQUENCE**

Races shall be started using the following signals. Times shall be taken from the visual signals. The absence or inaccurate sound signal shall be disregarded - refer to **STARTING SEQUENCE CHART**. Class designation flags will be flown from the left side of the yardarm, as viewed from the water. Class flags are not required to be flown by competitors.

6:54 Attention - Six short horn signals







6:55 Warning Signal - Gun, and first class flag raised

 6:56 Preparatory - Prep flag raised with horn

6:59 One Minute - Prep flag lowered with horn

7:00 First Start - Class flag lowered with gun, next class flag raised

Classes start at five minute intervals in the following order:

<u>Start #</u>	<u>Class</u>	<u>Class Flag</u>	<u>Start Time</u>
1.	 Cal 25	Blue	7:00
2.	 Nonsuch	Red	7:05
3.	 Catalina 27	Yellow	7:10
4.	 Spinnaker B Multi-Sail	Code Flag "M"	7:15
5.	 SPORT BOAT Multi-Sail	Orange/White	7:20
6.	 Spinnaker A Multi-Sail (TBD)	Green	7:25

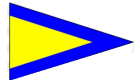
12. **RESTRICTED AREA**

Yachts that are not starting (more than 5 minutes prior to its scheduled class start) shall avoid the area of the starting line. Yachts which have finished shall avoid the finish line and yachts that are still racing.

13. **RECALL**

A sound signal (horn) and code flag X shall be given for yachts over early and the sail numbers **may** be broadcast over **VHF channel 71**.

14. General RECALL



(Two Sound Signals - Horn)

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a General Recall (display the First Substitute with two horns).

The offending class shall immediately begin regrouping on the start side of the starting line.

- The class flag of the class that was to follow the recalled class will be lowered, signifying a delay of their starting sequence.
- The class that was to follow the recalled class will leave the starting area as soon as possible.
- When in the opinion of the Race Committee, all boats of the General Recall class are positioned to commence the starting sequence again, the first substitute for the offending class will be lowered simultaneously as their class flag is raised (with one horn signal). This signals their five minute starting signal with the Prep flag being raised one minute later. The rolling start sequence will resume with the raising of the recalled class flag raising. All scheduled starts after the General Recall class will occur in the same sequence and at five minute intervals from the start of the General Recall Class.
- If a class restarts from a General Recall and receives its second General Recall, it will rotate to the back of any remaining starts and follow the auto rotation starting scheme.
- A third General Recall will result in the cancellation of the race for the offending class and the race will not qualify to be a throw out.

This changes Rule 29.2.

15. POSTPONEMENTS AND INTERRUPTED RACE



"AP" Code Answering Pennant indicates a Postponement. The sequence will restart with a six minute warning, followed by a 5 minute warning sound for any un-started classes in their normal sequence.



"N" Code Flag "N" accompanied by three guns or sound signals. All races, including those in progress, are abandoned for the day.

16. TIME LIMIT

There shall be a 2.5 hour time limit for each class from its start. One boat completing the race within the time limit shall qualify a race for that class. Subsequent Yachts continuing to race after the expiration of the time limit shall take their own time and report it to the Race Committee. Participants withdrawing from a race are requested to notify the Race Committee via **VHF channel 71. This changes Rule 35.**

17. PROTESTS

A protesting yacht shall do so under Rule 60 of the RRS and **submit a written protest form** to the Race Committee at the finish line or at the Front Gate of the Grosse Pointe Farms Pier Park **within 2 hours** of the finish of the race and shall notify the opposing party of the protest at the earliest possible time after the alleged infraction. Required participants shall be notified of the time and date for the protest hearing.

18. SCORING

Each race shall be scored utilizing the PHRF time-on-time scoring method and formula adopted by the DRYA. Certain classes as announced by the Race Committee may use the Multi-Sail Rule described on page five of these Sailing Instructions. Each series shall be scored using the Low Point Scoring System. A boat that did not start shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that did not finish, retired or was disqualified shall be scored points for the finishing place equal to the number of boats entered in the series. This changes Rule A5.2. Results will be posted on the Grosse Pointe Farms Boat Club web site <http://www.gpfbc.com> and may be emailed to each participant. In the event of a tie the RRS shall apply as provided in Appendix A8. The race series consists of the best four (4) out of five (5) races. In the event that a race is not completed, the best three (3) out of four (4) shall be used. In the event that more than one race is not completed, no score shall be excluded.

19. AWARDS

All participants are invited to Grosse Pointe Farms Pier Park following the last race of the Summer Series for the awarding of flags. The number of flags awarded will be at the discretion of the Race Committee and will depend on the number of boats participating. There will be only one Awards Party this year with Spring Series awards presented in addition to Summer awards. **(this will be determined as the COVID situation develops)** Your entry fee includes refreshments. All participants and crews are invited.

The **George Gerow Trophy** may be awarded to the yacht with the best combined score for both series and the **Doug Moran Trophy** may be awarded to the yacht from Grosse Pointe Farms Pier Park with the best combined score for both series. These two awards may be subject to the judgement of the Race Committee.

20. HAZARD TO NAVIGATION

Care should be taken to avoid the Grosse Pointe Farms Municipal water intake crib marked by a small white buoy approximately 100 yard SE of the starting line.

21. GENERAL INFORMATION

If you have any questions, please contact: Steve LaMont at (586) 322-1077 or e-mail: sglamont@outlook.com

The Multi-Sail Concept

For 2021, Grosse Pointe Farms Boat Club will use the Multi-Sail Rule (originally copied from Lake Shore Sail Club) for the classes announced by the Race Committee from time to time. At the beginning of the season, it is our intent to use the Multi-Sail Rule for Spinnaker B, and SPORT BOAT Classes only. The following "rating adjustment for headsail usage" will be applied:

If a symmetrical spinnaker is **flown** at any time during the race, the boat's primary spinnaker rating will be used as its rating for that race.

If an asymmetrical spinnaker is **flown** at any time during a race, a six (6) second rating credit will be added to the boat's primary spinnaker rating for that race.

If a boat chooses to sail JAM for the entire race, a twelve (12) second or fifteen (15) second rating be added to the boat's primary spinnaker rating for that race, depending on the difference between such boat's spinnaker and JAM rating as established by DRYA or GPFBC.

Note, if both a symmetrical and an asymmetrical spinnaker are **flown** at any time during a race, the boat's primary rating will be used for that race.

A boat whose primary rating is based on the use of an asymmetrical spinnaker, such as "sprit" boats (J105, J120, etc), will not be eligible for the six (6) second rating credit for an asymmetrical spinnaker, but will receive the full twelve (12) or fifteen (15) second rating credit if they choose to sail JAM only for the entire race.

The rating credit will be added to the boats spinnaker PHRF rating. The PHRF rating will then be converted to a Time Correction Factor for time on time scoring using the formula $TCF = 650 / (PHRF \text{ rating} + 557)$. This is the same formula currently used by the GPFBC and the DRYA.

To receive a credit, a boat must hail or otherwise inform the Race Committee at their finish or within one (1) hour of finishing.

The PREFERRED METHOD of Notification is via text message to Steve LaMont at (586) 322-1077.

A boat may sail past the Race Committee position at the sea wall and make a verbal hail, may hail the race committee by VHF radio, or may E-mail the Race Committee at rates@gpfbc.com.

This plan is DYNAMIC. There is no need to re-configure your boat, purchase or install new equipment, or get re-measured. EACH race day, during the race, YOU decide which combination of sails to use, then at the finish notify the race committee ONLY if you have NOT flown a symmetrical spinnaker; i.e. if you used only an asymmetrical spinnaker or sailed JAM for the entire race. Multi-Sail is flexible! With multi-sail you are not confined to a spinnaker class when you're shorthanded, nor are you confined to a JAM class when it's blowing 8-10 and you, for once, have six crew aboard.

Flown is defined as hoisted and trimmed.

