

**GROSSE PONTE FARMS BOAT CLUB**  
**2014 THURSDAY NIGHT SAILING SERIES**  
**NOTICE OF RACE AND SAILING INSTRUCTIONS**

**SPRING SERIES: MAY 29<sup>th</sup>, JUNE 5<sup>th</sup>, 12<sup>th</sup>, 19<sup>th</sup>, and 26<sup>th</sup>, 2014**  
**SUMMER SERIES: JULY 31<sup>ST</sup>, AUGUST 7<sup>TH</sup>, 14<sup>th</sup>, 21<sup>ST</sup> and 28<sup>th</sup>, 2014**

**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 the U.S. Sailing Association for 2013-2016 (RRS), except as modified by these sailing instructions. 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.

**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. COURSE**

Refer to the course diagram on page 4. The course marks A and C are 3 foot high round red buoys. Mark B is the green can channel marker G“11” on the west side of the Lake St. Clair shipping channel. Mark D is a round inflatable buoy south of the Grosse Pointe Farms water intake. 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 course diagram is not intended for navigational

purposes. The regular course length is approximately 5.6 nautical miles. Marks to starboard sail – A, B, C to finish line. Marks to Port sail C, B, A to finish. Course direction flags will be displayed on the right hand side of the yardarm, as viewed from the water.

The modified course length is approximately 4.4 nautical miles. When marks are to starboard (green flag) sail to A, then to B, then to D, and then to the finish line, finishing upstream. If marks are to port (red flag) sail to D, then to B, then to A, and then to finish line, finishing downstream.

The modified course will be sailed by JAM C unless the shorten course flag is being flown.

**When a solid white flag is flown beneath the course direction flag, classes CAL 25 and JAM B shall also sail the modified course.**

## **8. SHORTENING THE COURSE**

### **BEFORE THE START**

Code Flag “S” (Blue Square in White Field) displayed from the RC Stand on shore together with a green pennant designating Stakes to Starboard. Sail course from starting line to mark A, which shall be left to starboard, and return to finish line, finishing downstream leaving the start / finish mark to Port.

### **AFTER THE START**

Code Flag “S” (Blue Square in White Field) displayed from an RC boat at a turning marks **A** or **B** round the mark and return to the starting line finishing **downstream** leaving the starting mark to port and the RC Stand on shore to starboard. If the shortened course flag is displayed at mark “**C**” round the mark and return to the starting line finishing **upstream** leaving the starting mark to starboard and the RC Stand on shore to port. **This changes Rule 32.**

## **9. START AND FINISH**

All classes shall start between the “RC” flag (Race Committee), on the center of the yardarm, on the outer break wall of the Grosse Pointe Farms Pier Park and a buoy located east or southeast of the break wall. The starting buoy may be an inflatable ball or an orange stake mark.

## **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.

1854 ATTENTION – SIX SHORT HORN SIGNALS

1855 WARNING SIGNAL – GUN, and JAM C ORANGE/WHITE CLASS FLAG RAISED

1856 PREPARATORY – PREP FLAG RAISED WITH HORN

1859 ONE MINUTE – PREP FLAG LOWERED WITH HORN

1900 START – JAM C ORANGE/WHITE FLAG LOWERED WITH GUN, NEXT CLASS FLAG RAISED

Subsequent classes start at five minute intervals in the following order:

<u>Class</u>	<u>Class Flag</u>
CAL 25	Blue
JAM B	Red
Spinnaker B Multi-Sail	Code Flag “M”
JAM A	Yellow
Spinnaker A Multi-Sail	Green

## **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 POSTPONEMENTS AND INTERRUPTED RACES**

“AP” Cylindrical shape with vertical red and white stripes or 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.

“O” Cylindrical shape with red and yellow triangles or Code Flag “O”. All races except those in progress are cancelled for the day.

“N” Cylindrical shape checkered blue and white or Code Flag “N” accompanied by three guns or sound signals. All races, including those in progress, are cancelled for the day.

## **15 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 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.**

## **16 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.

## **17 SCORING**

Each race shall be scored utilizing the PHRF time-on-time scoring method and formula adopted by the DRYA. Certain sections as announced by the Race Committee may use the Multi-Sail Rule described on the last page of these Sailing Instructions. Each series shall be scored using the Low Point Scoring System. 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 cancelled the best three (3) out of four (4), or best two (2) out of (3) shall be used.

**18. AWARDS**

All participants are invited to Grosse Pointe Farms Pier Park following the last race of each series for the awarding of flags for first, second and third for each class. Your entry fee includes refreshments. All participants and crews are invited. After the Summer Series, the George Gerow Trophy will be awarded to the yacht with the best combined score for both series. The Doug Moran Trophy will be awarded to the yacht from Grosse Pointe Farms Pier Park with the best combined score for both series.

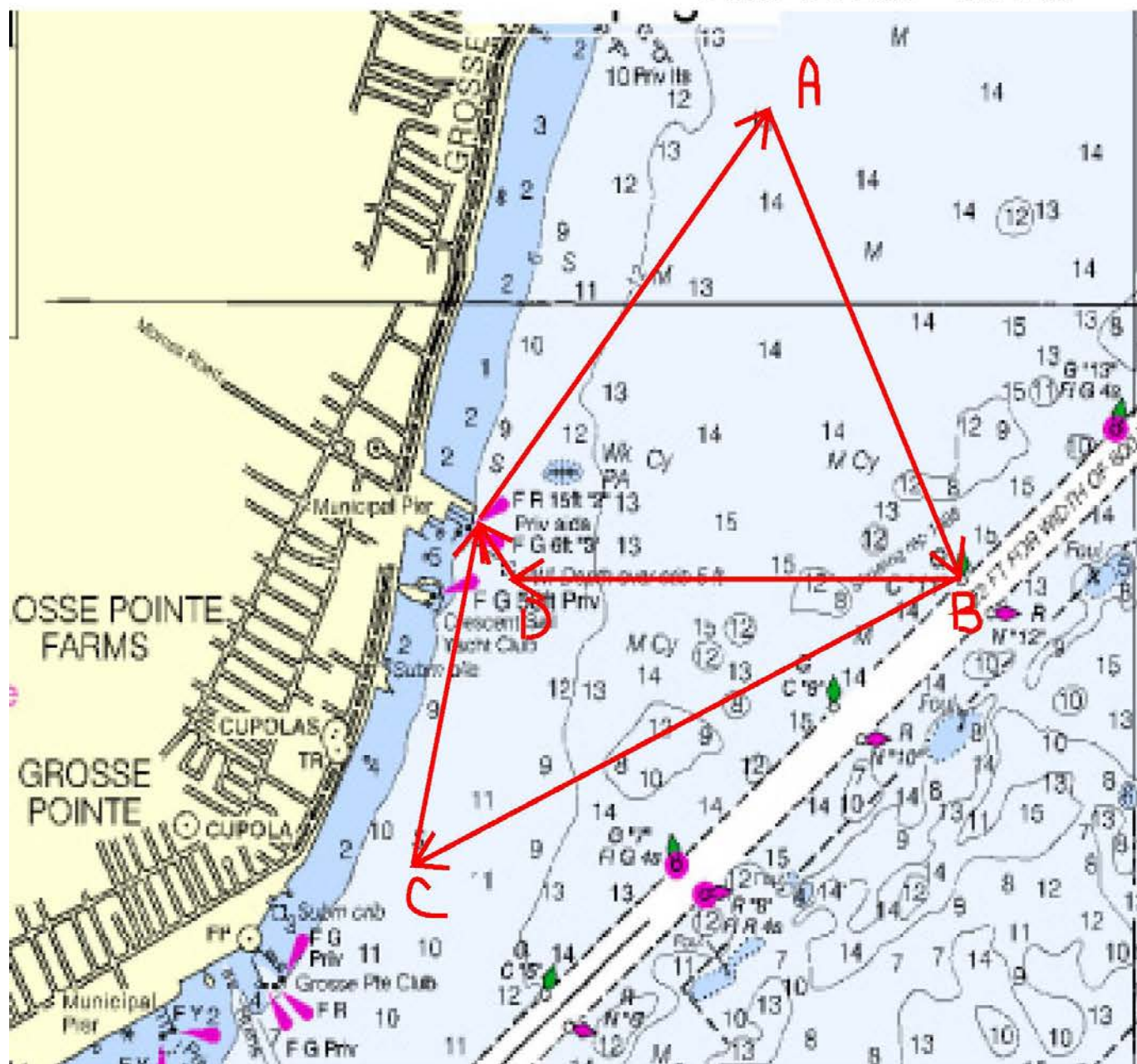
**19. HAZARD TO NAVIGATION.** Care should be taken to avoid the Grosse Pointe Farms Municipal water intake crib marked by a small white buoy approximately 100 yard SE of the starting line.

**20. GENERAL INFORMATION**

If you have any questions, please contact: Brian Sullivan at (313)-640-0800 (office) or (313) 407-0411 (cell) or email: [bsullivangp@gmail.com](mailto:bsullivangp@gmail.com)

# GPS COORDINATES FOR COURSE MARKS

A Mark – N42° 25.53' W82° 51.83'  
 B Mark – N42° 24.10' W82° 50.45'  
 C Mark – N42° 23.31' W82° 53.18'  
 D Mark – N42° 24.14' W82° 52.73'





## The Multi-Sail Concept

Lake Shore Sail Club has been using the following “Multi-Sail Rule” for several years and DRYA has also started using it for several classes. This description has been shamelessly copied from the Lake Shore Sail Club.

For 2014, Grosse Pointe Farms Boat Club will use the Multi-Sail Rule for the sections 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 A and B sections 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 credit will 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. 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 email or call the Race Committee. Phone calls should go to Brian Sullivan at (313) 407-0411 and emails to [bsullivangp@gmail.com](mailto:bsullivangp@gmail.com)

This plan is DYNAMIC. There is no need to reconfigure 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.