



Sailing Instructions

NSSC Doublehanded Fall Championship Regatta
Saturday September 23rd and Sunday September 24th 2017

Rules & Management: The races shall be under the management of the Race Committee which shall have final authority to establish the racing conditions. **Except as modified by these sailing instructions, the race shall be governed by the Racing Rules of Sailing 2017-2020, the prescriptions of the USSA and DH class rules.** Class rules, where applicable, determined in advance and made available shall also apply. The DH class rules are included as part of these sailing instructions.

1. **Changes in Sailing Instructions:** Any changes in the race instructions will be published on the NSSC web site at least four hours before the first signal and posted on the NSSC Bulletin Board by 0800hrs on Saturday.
2. **Entry:** This race is open to PHRF yachts with valid PHRF certificates. If a yacht does not have a PHRF certificate, the race committee will assign a rating. This rating is not subject to protest. All yachts must be thoroughly seaworthy and ready for sea.
3. **Required Equipment:** Every entrant is required to carry all U.S. Coast Guard required equipment.
4. **Personal Flotation Devices:** Skipper and crew **must** wear a USCG approved life vest with whistle attached from the time a yacht starts the race until the yacht finishes or retires.
5. **Assumption of 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 and crew voluntarily assume all risks associated with participating in the event. It shall be the sole and inescapable responsibility of the skipper and crew of the yacht to decide whether or not to start, to continue or finish a race. The skipper must assure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how to use it.
6. **Autopilots:** The use of self-steering devices is permitted.
7. **Classes:**
 - a. **PHRF:** Spinnakers allowed.
 - b. **PHRF (JAM):** No spinnakers, oversize whisker poles, staysails, or double head rigs may be used except as provided by the class rules.
8. **Class Flags, Splits and Notices:** will be posted at NSSC by 0800 on the morning of the 1st race and can also be obtained from the RC boat. Splits may also be posted on NSSC web site, northstarsail.org.
9. **Sail Numbers:** Time will not be taken if yacht mainsail, overlapping jib and spinnaker do not bear the proper number or bear the same number as another yacht in its class, unless the Race Committee is notified prior to the start of the race.
10. **Scoring:** Low point in each class.
11. **Awards:** Results and awards will be presented at North Star Sail Club after dinner, on Sunday, at approximately 1730 hours. Flags will be awarded for the first three finishers in each class. Results will be posted on northstarsail.org within a few days.
12. **Radio Monitoring:** All yachts are required to monitor VHF channel 72 during the race.
13. **Abandonment of Racing:** Yachts dropping out shall report as soon as possible to the race committee on channel 72. It is the responsibility of each individual skipper to assess known conditions, boat and crew in the determination to abandon or continue race.
14. **Shipping Channel:** No boat shall in any way hinder commercial shipping during this event. Any yacht hindering commercial shipping will be disqualified. If commercial shipping is forced to issue a warning



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signal (5 or more short blasts) that is evidence that you have hindered commercial shipping and should abandon the race.

15. **Time Limit:**

- a. **Saturday:** five hours for each class.
- b. **Sunday:** three hours for each class.
- c. One yacht finishing within the time limit constitutes a race for its class and extends the time limit for its class.

16. **Start/Finish Line:**

- a. **Saturday:** Between Buoy 1PH and an orange flag on the committee boat.
- b. **Sunday:** Between buoy CR and an orange flag on the committee boat.

17. **Protection Mark:** One or more limit marks may be set near the start-finish line RC boat. If a yacht touches any limit mark, the starting-finish line RC boat, or passes between them, she shall have touched a mark. As per Rule 31, she shall exonerate herself by sailing well clear of all other yachts as soon as possible and remain clear doing a 360° turn, including one tack and one jibe.

18. **Restricted Area:** All yachts must keep clear of the starting line area and the first leg of the course until after the warning signal for their class.

19. **Postponement or Cancellation:** Signals will be displayed from Committee Boat and accompanied by two guns or sound signals as follows:
- a. **“AP” Code Answering Pennant** (vertical red and white stripes, 2 sound signals): All races not started are postponed. This signal will be lowered one minute before next signal is made, which may be code flag “N” or warning signal, is made.
 - b. **“N” Code flag** (checkered blue and white, 3 sound signals): All races, including those in progress are abandoned, return to starting area.
 - c. **“N” over “H” Code flag** (vertical half red and white): All races are cancelled, return to shore.
 - d. **RECALL:** As per rule 29.1, visual recall signal is a white flag with blue cross (code flag “X”), accompanied by a sound signal. Sail number(s) may be broadcast on VHF channel 72.

20. **Starting Sequence:** As per USSA RRS 2017-2020 Rule 26.

21. **First Signal:**

- a. Saturday: 0955 hours
- b. Sunday: 0955 hours (the second race will start soon after the last finish of the first race)






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22. Race Course (see diagrams that follow, all compass headings are Magnetic)

a. **Saturday** – three possible courses:

Course (length):	#1 (15.7 nm)	#2 (15.7 nm)	#3 (10.6 nm)
Shape:			
Leave Marks To:	Port	Starboard	Port
Leg 1:	226° to M	183° to SC Light	183° to SC Light
Leg 2:	130° to SC Light	310° to M	003° to 1PH
Leg 3:	003° to 1PH	046° to 1PH	n/a
Leg 4:	002° to CR	002° to CR	n/a

Approximate Mark Locations:

1PH	42° 33.20' N	82° 44.86' W
M	42° 30.22' N	82° 48.99' W
SC Light	42° 27.89' N	82° 45.21' W

b. **Sunday** – three possible courses:

Course (length):	Red (5.2 nm)	Green (5.2 nm)	Red (6.0 nm)
Shape:	Red	Green	Letter "C"
Leave Marks To:	Port	Starboard	Port
Leg 1:	023° to B	322° to A	352° to C
Leg 2:	263° to A	083° to B	172° to CR
Leg 3:	142° to Finish	203° to Finish	n/a

Approximate Mark Locations:

CR	42° 35.65' N	82° 44.73' W
A	42° 37.02' N	82° 46.19' W
B	42° 37.24' N	82° 43.83' W
C	42° 38.64' N	82° 45.31' W

23. **Shortened Course:** The course may be shortened at any turning mark. Finish between RC boat bearing code flag "S", (white flag with blue square) and nearby mark.

24. **Alternate Penalty:** The Two-Turns or One-Turn Penalty as described in RRS Rule 44.1, 44.2 shall apply.

25. **Protests:** A yacht that wishes to protest another yacht shall:

- Comply with provisions of RRS Rule 61.1
- Inform the protested yacht at the first reasonable opportunity and after finishing, promptly inform the Race Committee on station at the finish.
- Submit written protest to the Race Committee within 90 minutes after the last race of day. All protests will be heard by the DRYA Protest Committee at Bayview Yacht Club the Monday following the race at 1900. Check the DRYA website (drya.org) for instructions.



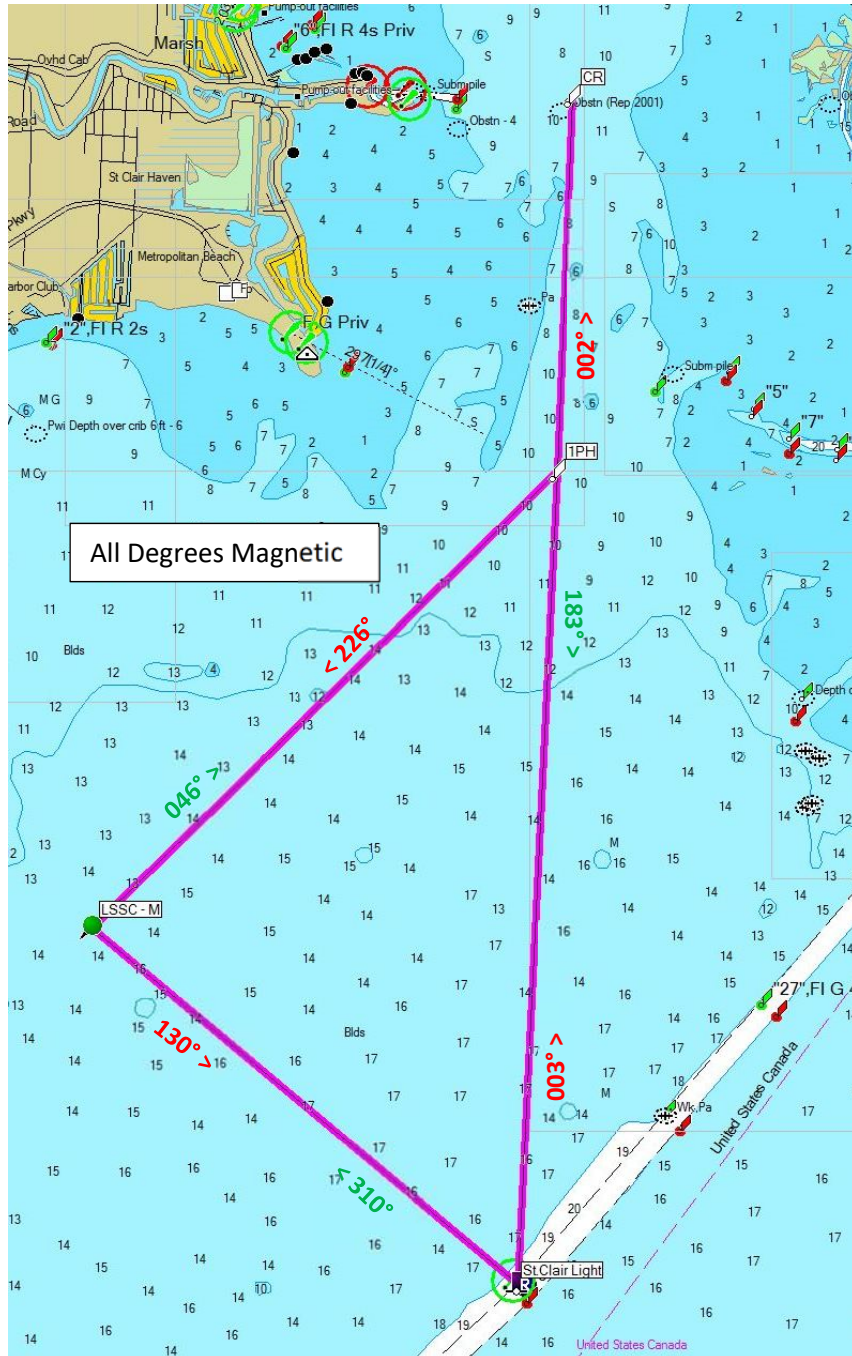
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26. Race Course Diagrams:

Saturday Race Courses

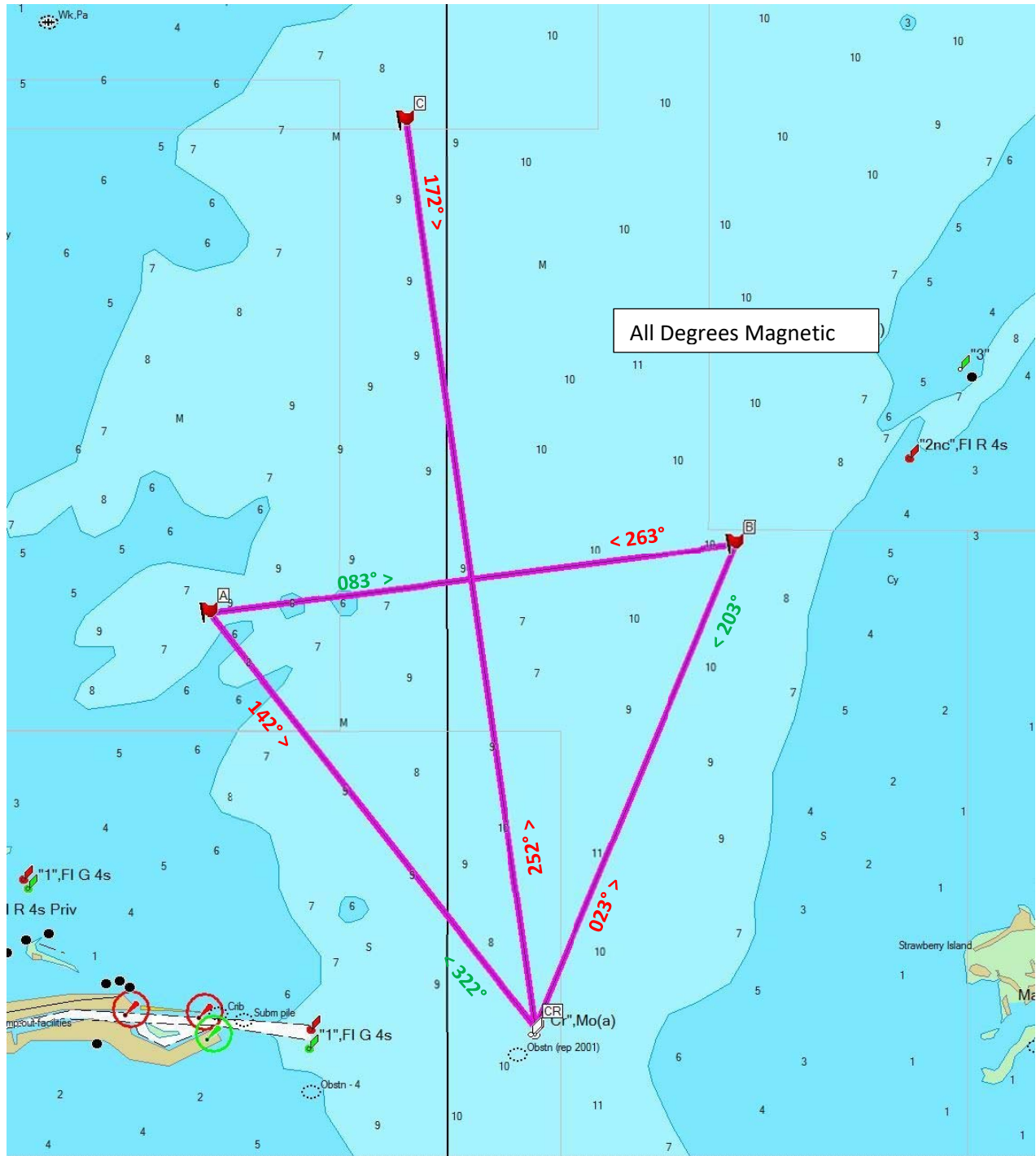




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Sunday Race Courses



DOUBLEHANDED CLASS RULES

North Star Sail Club

The rules races with double handed classes are the same as DRYA (Detroit Regional Yacht Racing Association) Handbook Section 15 Titled "DRYA PHRF Rules and Regulations" located at: <http://drya.org/phrf/handbook/Handbook.pdf> with the following exceptions.

They may be modified for any specific race by published notice. The roller furling guideline for all races is DRYA Credit for Roller Furling Genoas rule 15.12. with the noted exceptions.

1. Two and only two persons shall be aboard the yacht during the race.
2. Self-steering devices and autopilots are permitted.
3. Asymmetrical spinnakers (gennakers, cruising spinnakers) shall be considered "spinnakers", permitted subject to the same maximum size restrictions, if any, which otherwise apply to spinnakers.
4. A ketch or yawl may also fly a mizzen.
5. The performance handicap rating factor (PHRF) value for yachts participating in a doublehanded class sailing event will be determined by North Star Sail Club. NSSC will administer the PHRF rating in conjunction with the DRYA Handicap Rating Committee. Adjustments from the base DRYA rating may be made as follows:
 - a. Plus 6 seconds/nm for a composite material headsail, attached to an above deck roller-furling unit.
 - b. Plus 12 seconds/nm if the base rating is for a folding prop, and the yacht has a fixed two bladed prop not in aperture.
 - c. Plus 24 seconds/nm if the base is for a folding prop, and the yacht has a fixed three-bladed prop not in aperture.
 - d. Credit may be given to boats with below deck furlers, if an appropriately sized pennant is attached and the associated headsail luff length and sail area is commensurate with the above deck furling systems.
6. To be eligible to apply for a roller furling credit, the owner must agree that the boat will carry on board only two (2) headsails with a LP greater than 110%. All head sail changes must be done bareheaded.
Jibs of 110% or less may be used at any time during a race, but the sail material must comply with the RF Credit Rule (if you receive the 9 seconds/nm woven polyester headsail credit then all sails must be woven polyester). All RF sails must be able to be furled completely on the head stay to receive the RF credit. Storm jibs of less than 60% do not have to comply with the above restrictions.
7. Unless a doublehanded start is specifically designated to be "jib and main" or "JAM", the jib and main restrictions below shall not apply.

DOUBLEHANDED CLASS RULES
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8. If a doublehanded start is specifically designated to be "jib and main" or "JAM" the following rules apply:
- a. Except as provided below, a yacht may sail only with a main and one foresail at a time, except when changing foresails. If a roller furling credit is taken then sail changes must be bareheaded.
 - b. A properly rigged cutter may fly a yankee and staysail at the same time provided that the combined area of the yankee and staysail does not exceed the area of a 155% Genoa.
 - c. Foresails (including yankee and staysail on a cutter) must be flown hanked on or otherwise attached at the luff along its length and may not exceed 155% of the fore triangle, unless the rating reflects the additional area.
 - d. Whisker poles or spinnaker poles, with a length equal to or less than J, are permitted to pole out a foresail.

NORTH STAR SAIL CLUB RACE COMMITTEE - September 12, 2017