

**Miller High Life
St. Clair River Race
Saturday, July 31, 2010
PHYC/SYC Special Series Race 2
SAILING INSTRUCTIONS**

1 RULES

- 1.1 The series races will be governed by the 'rules' as defined in *2009-2012 The Racing Rules of Sailing*.
- 1.2 The prescriptions of the United States Sailing Association (US Sailing) national authority will apply.
- 1.3 Individual class rules on file in writing for the current race year with the Race Chairmen may apply.
- 1.4 No single-handed racing is allowed in the PHYC/SYC racing program.
- 1.5 Lake Huron PHRF By-Laws shall apply to yachts required to have a 2010 valid rating.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice boards located at PHYC and SYC after approval of the Race Chairmen.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 1000 on the day it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at SYC Race Committee Building (Race Shack). Signals may also be displayed at the PHYC flagstaff.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with '90 minutes' in the race signal AP.

5 SCHEDULE OF RACES

- 5.1 The scheduled time of the warning signal for the race is 1155.

6 CLASS PENNANTS

- 6.1 Class Pennants for Series Races will be posted on the official notice boards by May 7th, 2010. Unofficial information may be posted on Port Huron Yacht Club website at www.phyc.org.
- 6.2 Pennants shall be not less than 9" X 18" in size and shall be flown from the aftermost backstay at 6' above the deck when racing. Boats without a backstay must display the class pennant from a staff at the stern.

7 CLASS SPLITS

- 7.1 Final splits will be posted on the official notice boards 72 hours prior to the first race of the Special Series. Unofficial information may be posted on Port Huron Yacht Club website at www.phyc.org.
- 7.2 Registered yachts can not change classes after 72 hours prior to the first race of the Special Series.
- 7.3 New yachts can be added to the series 72 hours prior to the next race in the series. New splits will be posted on the notice boards upon the addition of a new yacht.

8 THE COURSE

- 8.1 St. Clair River Race Course
 - 1st leg - 267 T, 0.74 NM to R-6 mark, leaving R-6 to port
 - 2nd leg - Southerly, down the St. Clair River, leaving Stag Island to port
- 8.2 There is no short course. The course will not be shortened after the start. (Changes RRS 32)
- 8.3 The approximate course length will be 17.8 NM.

9 MARKS

- 9.1 Mark G is a 4' diameter yellow ball marked with a black letter. R-6, & R-50 are red navigation bouys.
- 9.2 Marks that are damaged but still visible are still to be considered proper marks. Marks that are missing or substantially off-station may be replaced by marks that meet one of the following conditions (Modifies RRS 34):
 - (a) 4' diameter white or yellow ball with no letter identification.
 - (b) A buoy or stake-boat displaying an M Code Flag.
 - (c) An inflatable orange (or other color) pyramid buoy.

10 THE START

- 10.1 Prior to starting a yacht's first race of the day, it is required to check in with Race Committee by sailing past the Race Committee boat and announcing boat name and sail number prior to the first race warning gun. Skippers are reminded to avoid the starting area of other classes.
- 10.2 Races will be started by using RRS 26 with the warning signal given 5 minutes before the starting signal. Start number flag to be used for warning (Modifies 26).
- 10.3 The starting line will be the G mark to port and the Orange Flag displayed on the Race Committee boat to starboard.
- 10.4 The starting order will be as posted with splits, see 7.1.
- 10.5 Boats whose warning signal has not been made shall avoid the starting area extending 250' behind the starting line and all boats whose warning signal has been made.
- 10.6 When a general recall for a class has been signalled, the start for the recalled class will be moved to the bottom of the starting order. This will retain the starting order for the other classes. (Changes RRS 29.2)

11 THE FINISH

- 11.1 The finishing marks will be the R-50 Buoy to port and the RC flag to starboard on the St. Clair boardwalk at the end of J Street.
- 11.2 After finishing, boats shall not obscure the Race Committee's vision of the finish line and stay clear of boats still racing. Boats should not re-cross the finish line with sails up after finishing.
- 11.3 Boats shall record their finish times, and the boat immediately ahead and astern. Times should be reported to the Race Committee if requested.
- 11.4 The US Coast Guard has advised PHYC and SYC that some commercial traffic may be under escort through the St. Clair River and the Lake Huron shipping channel out to #11 & #12 buoys. Skippers are reminded that all larger commercial vessels have the right-of-way in these areas and must use caution when approaching or crossing the channel when a freighter is present.

12 TIME LIMITS

- 12.1 There will be no time limit.
- 12.2 Race Committee will be on station until 1800. Finish times must be reported to RC after this time

13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protest forms are available at the SYC Race Committee Race building or PHYC Clubhouse. Protests shall be delivered to the Race Chairmen, or the Principal Race Officer.
- 13.2 The protest time limit is 4 hours after the finish time of the protesting yacht.
- 13.3 The protest hearing will be held as soon as a protest committee can be convened

14 SCORING

- 14.1 Unless modified by class rules, the Low Point scoring system of RRS Appendix A will apply.
- 14.2 This is the second of 5 in the Special Race Series.
- 14.3 3 of 5 races are required to be completed to constitute Special Series.
- 14.4 A boat's series score will be the total of her 3 best race scores.
- 14.5 Boats that dock at St. Clair and fail to register with the Harbormaster's Office may not be scored.

15 SAFETY REGULATIONS

- 15.1 Each yacht racing, depending on country of registration, shall comply with US or Canadian Coast Guard requirements.
- 15.2 Every effort **MUST** be made to avoid interference with Great Lakes Shipping.
- 15.3 If a yacht is in the river or seaway channel and is in danger, propulsion other than sail may be used without penalty to move the yacht out of danger, provided that its race position is not improved. Any alternate propulsion that is used **MUST** be reported to the Race Committee with location, time, discription of action, & the nearest witness boat in the vicinity. (Changes RRS 42) (Appendix P – Immediate Penalties for Breaking Rule 42)
- 15.4 Yachts retiring from a race must identify themselves to the Race Committee as soon as possible using VHF 69, failing that, immediately after arriving ashore.

16 EQUIPMENT AND MEASUREMENT CHECKS

- 16.1** A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

17 RADIO COMMUNICATION

- 17.1** The Race Committee may monitor and use VHF 69 to hail sail numbers of infringing yachts.
17.2 RC failure to hail sail numbers will not be grounds for redress.
17.3 It is strongly recommended that all yachts monitor communications on VHF 16 & 69 while racing.

18 PRIZES

- 18.1** Miller High Life Keeper plaques will be given to the first in each class.
18.2 Michelob Trophy Bowl will be awarded to the first to finish.
18.3 Miller High Life Cup awarded to the Best Corrected Time in the fleet.
18.4 A King Trophy for each club (PHYC/SYC) will be awarded to the best finishing boat with the best performance that completes all five Special Series races.
18.5 Flags will be given as follows:
 a. To the top three finishers in each class for this race..
 b. To the top three overall finishers for the Special Series.