



Little Traverse Yacht Club
2025 Ugotta Regatta
July, 25 - 27, 2025



64th Annual Ugotta Regatta and One-Design Series

Friday, Saturday & Sunday July 25 – 27, 2025
Harbor Springs, Michigan

SAILING INSTRUCTIONS ^{v3}

The Little Traverse Yacht Club is the Organizing Authority (“OA”)

The notation ‘[NP]’ in a rule of the SIs means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

See NOR. **GL52 class** should reference their GL52 Notice of Series 2025.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any Amendment to the Sailing Instructions (SIs) will be posted prior to 0900 on the day it will take effect except that any change in the scheduled time of racing will be posted by 2000 on the day before. Any SI Amendments will also be emailed to the competitor’s email address provided on their entry form.

2.2 **The GL52 class** will have separate SIs posted by their class management, for their W/L racing prior to the Ugotta Regatta.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board (“ONB”) located at:
<https://yachtscore.com/emenue/16955>

3.2 The Regatta Office is located at the Little Traverse Yacht Club.

3.3 The race committee intends to monitor and communicate with competitors on VHF channel 79, except that the **J/70 class sailing Windward/Leeward (W/L) courses on Saturday & Sunday, will switch to VHF channel 74 before their first warning signal.**

3.4 [DP] While racing, from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data transmissions that is not available to all boats.

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flagpole at the Little Traverse Yacht Club and broadcast on VHF 79 and VHF 74 for the J/70 class on Sunday.

5.2 At 1030 hours each day the Race Committee will signal with one sound and announce on VHF a Harbor Start for all Classes. Postponement or abandonment for some classes may be signaled instead of the Harbor Start. If the AP (postponement) Flag is displayed ashore, the first warning signal will not be made less than 60 minutes after the AP Flag is lowered. This modifies rule: Race Signals.

5 SCHEDULE OF RACES

5.1 Friday: First signal: 1200 hours

The J/111, Melges 32 and J/70 classes, will race up to 3 windward/leeward races as conditions permit.

5.2 Saturday and Sunday: First signal: 1200 hours

Except for the J/70 class all classes will race one "Tour of the Bay" race. The J/70 class will race up to 3 Windward/Leeward races as conditions permit.

6 CLASS FLAGS

6.1 Classes will be designated on the Scratch Sheet.

6.2 Class flags will be solid colors as designated on SI Attachment A, to be posted. Flags will be available at Registration. Competitors racing Tour of The Bay races are required to fly their class flag from the backstay, or stern pulpit if no backstay.

6.3 **For the J111 class and J/70 class only:** At all times during the regatta, boats shall display bow numbers supplied by the organizing authority, unless the boats have permanent bow numbers. Supplied bow numbers shall be affixed to port and starboard sides of the hull, approximately 3 inches below the sheer line. The leading edge of the forward number shall be no more than 12 inches aft of the stem. [DP] Failure to comply with this Instruction, will not be grounds for protest by competitors.

7 RACING AREAS

7.1 SI Attachment B, to be posted, shows locations of the fixed and set marks for "Tour of the Bay" races.

7.2 For Friday's windward/leeward racing, the GL52 class will sail their own course (see SI 2.2). Class rendezvous points will be LTYC fixed marks to be announced at the Harbor Start on VHF 79.

7.3 For Saturday and Sunday's "Tour of the Bay" racing, the rendezvous point for all boats will be at LTYC fixed mark "G," "I" or "W," to be announced at the Harbor Start on VHF 79.

7.4 For Saturday's W/L racing for J/70s, the rendezvous point will be announced at the Harbor Start on VHF 79 and for Sunday's W/L racing on VHF 74.

8 THE COURSES

- 8.1 **Friday courses** for the GL52 class will be posted separately. For other classes the courses will be windward/leeward 4 legs with marks left to port. There may be two windward marks, long and short. An offset mark may be set at the windward mark. If no offset is in place, boats shall round the single windward mark. A leeward mark will be set to windward of the starting line. The leeward mark may be a gate. If no gate is in place, the single leeward mark should be rounded to port. A course board will display which windward mark to be rounded. For example, "4L" would indicate 4 legs: long windward, leeward, long windward and finish to leeward at the Race Committee boat, on the opposite side from the starting line. "4S" would indicate 4 legs: short windward, leeward, short windward and finish to leeward at the Race Committee Signal boat on the opposite side from the starting line.

- 8.2 **Saturday and Sunday:** Except for the J/70 class the courses are multi-leg "Tour of the Bay" races with several legs – see Attachments B and C, to be posted. The course for each class will be displayed on a course board on the Signal Boat and announced on VHF 79. The J/70 class will race up to 3 Windward/Leeward races as conditions permit and announced on VHF 74 (see also SI 13.3).

9 MARKS

Marks will be a combination of LTYC fixed marks, robotic marks and inflatable marks. LTYC fixed marks are orange cylinders with the buoy identification letter printed in black on the cylinder. Please note: Bay View Sail Club marks are of similar character, but without the identification letter, and are located near the LTYC "T" mark. Attachment B, to be posted, shows the approximate coordinates of the LTYC fixed marks and approximate compass headings and distances between them.

10 CHECK-IN

Prior to the first scheduled Warning Signal each day, boats shall sail on starboard tack, or motor by the stern of the race committee signal boat and check in by hailing their sail or bow number, until they receive acknowledgement from the race committee. To allow official announcements to proceed on schedule, there will be no check-in by VHF.

11 THE START

- 11.1 The starting line will be between a staff displaying an orange flag on a race committee boat or the course side of a robotic or inflatable mark at the port end and a staff displaying an orange flag on the race committee signal boat at the starboard end.
- 11.2 Boats whose warning signal has not been made shall keep clear of the starting area. The starting area is a rectangle 100 yards deep immediately behind the starting line.
- 11.3 Starting sequence for the first race of the day, will be posted and announced over VHF.
- 11.4 If any part of a boat's hull is on the course side of the starting line at her starting time and she is identified, the race committee will attempt to broadcast her bow or sail number on VHF radio. Failure to make a broadcast, or the timing of the broadcast, will not be grounds for a request for redress.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 For W/L races: To change the next leg of the course, the race committee will move the original mark to a new position or set an inflatable mark in the new position.
- 12.2 The Race Committee will broadcast any course changes on VHF radio.

- 12.3 Although the Tour courses may be shortened on Saturday and Sunday, the position of the marks will not be changed during the “Tour of the Bay” races.

13 THE FINISH

- 13.1 For **Friday** W/L racing, the leeward finish line will be between a staff displaying a blue flag on the race committee signal boat and a robotic or inflatable mark on the opposite side of the race committee signal boat from the starting line.
- 13.2 For **Saturday and Sunday** Tour of the Bay racing, the finish line will be between a staff displaying a blue flag on the race committee signal boat and LTYC fixed mark “H”. The Race Committee may shorten the course for some, but not necessarily all, classes.
- 13.3 For **Saturday and Sunday** W/L racing for J/70 class, the finish line will be the starting line and may be shorter.

14 PENALTY SYSTEM

- 14.1 Appendix V US Sailing Prescription *Alternative Penalties* will apply. This changes rule 44.1.
- 14.2 [DP] (A lesser penalty than DSQ) may be given for an infringement of rules other than those for Part 2.

15 TIME LIMITS

- 15.1 For windward/leeward racing on Friday, the first boat in each class must finish within 2 hours of her start. Boats failing to finish within 45 minutes of the first boat in her class will be scored TLE, as described below. This changes RRS 35, A4 and A5.
- 15.2 For Saturday and Sunday’s “Tour of the Bay,” the first boat in each class must finish within 4 hours of her start. Boats failing to finish within 1 hour, of the first boat in her class will be scored TLE, as described below. This changes RRS 35, A4 and A5.

16 HEARING REQUESTS

- 16.1 A boat intending to protest another boat, or request redress, shall notify the race committee immediately after finishing, on the designated VHF channel and identify the protested boat(s). This adds to the requirements of RRS 60.2(a)
- 16.2 Protest Forms will be available online, or at the protest desk at The Little Traverse Yacht Club. Completed protest forms shall be submitted to the protest desk as soon as possible, but not later than one hour after the protesting boats race committee signal boat docks. The protest time limit for each fleet will be posted on the ONB.
- 16.3 Notice of protest hearings will be posted on the ONB as soon as possible after the conclusion of the protest time limit. Protest hearings will be scheduled to start as soon as possible after the notices are posted. Representatives of boats that are parties, and their witnesses, shall remain on call near the protest desk.
- 16.4 It is each boat’s responsibility to determine if she is a party to a protest by checking the ONB or the protest desk at the end of the protest filing time.

17 SCORING

- 17.1 The Low Point scoring system of Appendix A will apply with the following changes: boats failing to finish within the time limit will be scored TLE (time limit expired) and scored points equal to the number of finishers in the race plus two, but in no case will be scored more than the number of starters.
- 17.2 One completed race is required to constitute a series.
- 17.3 A boat's series score will be the total of her race scores. This changes rule A2.
- 17.4 The GL52, J/111, and J/70 class series will consist of all races sailed on Friday, Saturday, and Sunday. The J/111 class will have the Tour of the Bay races weighted by 2.0.
- 17.5 The Annual Ugotta Regatta will consist of the two Tour of The Bay races sailed on Saturday and Sunday.
- 17.6 ORC racing Saturday and Sunday will be scored 5 Band All Purpose, unless conditions dictate the use of another ORC scoring option.
The decision on course type and wind ranges for ORC scoring will be at the sole discretion of the Race Committee and shall not be grounds for a request for redress by a boat. This changes RRS 62.1(a).

18 SAFETY REGULATIONS

A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19 PRIZES

Awards for the Annual Ugotta Regatta and One-Design Series will be presented following racing on Sunday at the Little Traverse Yacht Club.

20 RISK STATEMENT

Rule 3 states: "The responsibility for a boat's decision to race or continue to race is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

21 INSURANCE

Each participating boat shall be insured by a valid third-party liability insurance with a minimum coverage of \$500,000 per incident or the equivalent.

22 IMPORTANT NOTES

The 2025 LTYC Annual Regatta is certified as a Clean Regatta. Please visit: <http://sailorsforthesea.org/programs/clean-regattas> for further information.

We would like to call your attention to the importance of all yachtspersons abiding by all rules and regulations designed to protect the quality of the water in our bay. Michigan

law prohibits the discharge of sewage from yachts. Yachts participating in this Regatta are subject to inspection for compliance with the law.

Provisions will be made to provide adequate facilities on shore for trash and litter. We appreciate your cooperation in this regard.

Parking within the City is limited, your cooperation and respect for parking regulations is appreciated. Please refer to www.ltyc.org for the city parking diagram of available parking spaces for crew vans, buses and trailers.

23 REGATTA CONTACTS

Regatta Director: Debi Schoenherr debi.sailing@gmail.com

Principal Race Officer: Dick Neville rneville@innovprop.com