



2026

Sail for Autism

Sailing Instructions



1. RULES

- 1.1. The event is governed by the current edition of *The Racing Rules of Sailing* (RRS). This SI has been prepared in accordance with RRS Appendix J2. Please see NOR 1, Weekend Series.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will usually be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2. Changes to a sailing instruction may be made on the water by VHF radio.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Yacht Scoring website for this event is the official notice board (<https://yachtscoring.com/>).
- 3.2. The race shack is located at SYC and the phone number is (226) 313-2488.
- 3.3. On the water, the Race Committee intends to monitor and communicate with competitors via the VHF radio on Channel 69. Failure to do so will not be grounds for redress. This modifies RRS 62.1(a).
- 3.4. A Race Committee announcement will occur 10 minutes before the warning gun for introduction to the race, discuss the weather conditions and any other relative information for the day's activity.
- 3.5. Race Day Check in: Prior to the first warning signal participating yachts shall check in with the RC.

4. CODE OF CONDUCT

- 4.1. Competitors shall comply with requests from race officials and abide by RRS 4 and 5.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at the PHYC flagstaff.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 90 minutes' in race signal
- 1.1 AP.

6. SCHEDULE OF RACES

- 6.1. Race dates are provided on the 2024 PHYC Race Schedule.
- 6.2. N/A.
- 6.3. The Warning signal is 1000.
- 6.4. To alert boats that the race will begin soon, the orange starting line flag will be displayed with one sound approximately five (5) minutes before the warning signal is made.
- 6.5. N/A.

7. CLASS FLAGS – SPLITS – STARTING ORDER

- 7.1. There are no individual class identification flags.
- 7.2. Final class splits and the starting order will be posted two days prior to the first race of the series.

8. RACE AREA

- 8.1. The racing area is southern Lake Huron. See SI #9, 10 and the Race Course Diagram.



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9 COURSES

9.1 Mark rounding shall be to starboard unless noted by an ‘*’ in the table, and then it shall be to port. The courses are detailed in chart below:

Long Course (9.2 NM)			Short Course (4.3 NM)		
Mark	M Dir.	Dist. (NM)	Mark	M Dir.	Dist. (NM)
S*			S*		
U	345	3.5	G5	19	1.2
M	149	4.4	M	150	1.7
X	220	0.9	X	220	0.9
Finish	270	0.5	Finish	270	0.5

9.2 N/A.

9.3 The course may be shortened to the short course detailed in 9.1. This changes RRS 32.2.

9.4 Legs of the course will not be changed after the Warning Signal. This changes RRS 33.

10 MARKS

10.1 Identification

- S, U, M, and X are 4’ diameter yellow balls marked with a black letter.
- CC is a 4’ white ball marked with black letters.
- R2 is a red Coast Guard navigation buoy.
- G5 is a green Coast Guard navigation buoy.

Locations

- S: 43 01.463N 82 25.378W
- CC: 43 03.015N 82 22.197W
- U: 43 04.713N 82 27.304W
- G5: 43 02.674N 82 25.050
- M: 43 01.306N 82 23.598W
- X: 43 00.530N 82 24.266W
- R2: 43 00.547N 82 24.894W

An inflatable may be used as a limit mark for the race committee boat. This mark will be considered an extension of the race committee boat.

11 OBSTRUCTIONS

11.1 It should be noted that both the long and short courses cross a commercial freighter channel. The navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) apply.

12 THE START

12.1 Races will be started using RRS 26 sequences with the warning signal made 5 minutes before the starting signal.

12.2 The race committee will display the corresponding number flag for each start, this modifies RRS 26. When a general recall for a class has been signaled, 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. This modifies RRS 29.2.

12.3 The starting line will be between a staff displaying the orange flag on the race committee boat at the starboard end and the S mark at the port end.

12.4 After the starting sequence has initiated, boats whose warning signal has not been made shall avoid:

- The starting area extending 150’ behind the starting line.



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- The area extending from both ends of the starting line to the first mark forming a triangle. Boats in violation of this instruction may be protested by the Race Committee under RRS 60.2.

- 12.5** If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the Race Committee will attempt to broadcast her sail number on VHF channel 69. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 12.6** If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the Race Committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).
- 12.7** A boat that does not start within 20 minutes after her starting signal may be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 N/A

14 THE FINISH

- 14.1** The finish line shall be between R2 and the SYC Race Shack. After finishing, boats shall stay clear of the finish line and not recross the line with sails up.
- 14.2** If the race committee is absent when a boat finishes, she shall record her finish time and name of boat(s) immediately ahead and behind.

15 PENALTY SYSTEM

15.1 RRS 44.1 and 44.2 apply.

16 TIME LIMITS

- 16.1** The time limit is 5.5 hours after the class starting signal. If one boat finishes within the time limit, the time limit for that class extends by 30 minutes. (Modifies RRS 35)
- 16.2** If no boat has finished within the time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This modifies RRS 62.1(a).
- 16.3** Boats that race and do not finish within the time limit will be scored one more than the number of finishers in their class. This modifies RSS A5.3.

17 HEARING REQUESTS

- 17.1** Protest forms are available online at yachtscoring.com. Protests and requests for redress or reopening shall be delivered to the Race Chairman or their designate within the appropriate time limit.
- 17.2** For each class, the protest time limit is 2 hours after the last boat has finished the last race of the day.
- 17.3** Notices of protests filed will be posted on yachtscoring.com a day after the race. Parties will be notified by the Race Chairman as to the time and location of the protest hearings.

18 SCORING

- 18.1** The Low Point scoring system will apply (RRS 90.3, Appendix A4).
- 18.2** Each boat's corrected time shall be calculated using the single number ToD Random Leg Handicap (DHCP) as shown on the boat's MWPHRF Certificate, except for JAM class boats shall be calculated using the single number ToD Non-Spinnaker Handicap (NSHCP) and multihulls which will use Great Lakes Multihull Racing Association Handicap (GLMRA).
- 18.3** A boat performing Race Committee duty shall receive 2nd for the day if the race is completed for its class. If two or more boats in that fleet finish within their time limit, there will be two 2nd place finishes for that race. This changes RRS A4. A boat can only receive this RC duty score once in this series. Points will not be awarded if the RC boat chooses to race.
- 18.4** Spring and Fall Series result is a total of all a boat's finishes in a series with 1 throw-out in each series once 5 races have been completed in the same series. The Spring/Fall Series overall result will be determined by adding the finish points from the Spring and Fall series together.



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18.5 Special Series result is a total of all a boat's finishes in the series with 1 throw-out once 4 races have been completed.

18.6 One race may constitute a series.

19 SAFETY REGULATIONS

19.1 The US Coast Guard has advised PHYC that commercial traffic may be under escort through the St. Clair River and the Lake Huron shipping channel out to government buoys #11 and #12. All commercial vessels have the right-of-way in these areas and boats must use caution when approaching or crossing the path of any commercial vessel.

19.2 Pursuant to RRS 42.3(i), auxiliary propulsion may be used in emergency situations and to avoid collisions with other vessels.

19.3 Each boat racing shall comply with US and Canadian Coast Guard requirements (see Weekend Series NOR 1.5).

19.4 A boat that retires from a race shall notify the race committee as soon as possible.

22 REPLACEMENT OF CREW OR EQUIPMENT

22.1 N/A

22.2 N/A

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or its equipment may be inspected at any time for compliance with class rules, notice of race and sailing instructions. See Weekend Series NOR 10 and 11.

22 SUPPLIED BOATS

22.1 N/A

23 OFFICIAL VESSELS

23.1 RC vessels will be identified with an RC flag.

24 SUPPORT TEAMS

24.1 N/A

25 TRASH DISPOSAL

25.1 Trash and sewage disposal are to be performed according to the State of Michigan DNR boating laws and Ontario boating laws.

26 BERTHING

26.1 See Weekend Series NOR 18.1.

27 HAULOUT RESTRICTIONS

27.1 N/A

28 DIVING EQUIPMENT

28.1 N/A

29 PRIZES

29.1 See <https://phyc.org> Racing/Awards, Weekend Series.

30 RISK STATEMENT

30.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing 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



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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.**

31 INSURANCE

31.1 Each participating boat shall be insured with valid third-party liability insurance with minimum coverage of \$250,000 per incident.

COURSE DIAGRAM – See SI sections #9 and 10 for details.

