



2022 TARTAN TEN NORTH AMERICAN CHAMPIONSHIP SAILING INSTRUCTIONS

Organizing Authority – T-Ten Detroit Fleet (OA)

Hosted By Bayview Yacht Club (BYC)

August 10-14, 2022

1. RULES

- 1.1. The regatta is governed by the rules as defined in the current *Racing Rules of Sailing* (RRS) and the Bylaws of the T-10 Association, the T-10 Class Rules and the T-10 North American Championship Regulations.
- 1.2. The US Sailing Prescriptions shall apply with the exception of the prescriptions to RRS 63.1 and 63.2 which will not apply.
- 1.3. Where a conflict exists between the Notice of Race (NOR) and the Sailing Instructions (SIs), the SIs shall govern. *This changes rule 63.7.*
- 1.4. RRS Appendix VI, “Penalty at the Time of an Incident”, will apply.
- 1.5. RRS Appendix V2, “Post-Race Penalties”, will apply.
- 1.6. Removable bow number stickers of contrasting color shall be attached to both sides of the boat’s hull while racing. The stickers are to be attached with the top approximately 8-10” below the deck level and with the leading edge approximately 10-12” aft of the bow. Bow stickers shall be provided with the Skipper’s bag at registration.
- 1.7. Sponsor or other regatta stickers may be required to be attached to each side of each boat as required by the OA.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the SIs will be posted not less than 2 hours prior to the first scheduled race on the day it shall take effect, except that any change in the schedule of races shall be posted by 1800 on the day before it shall take effect or by the protest time limit, whichever is later.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the Official Notice Board on the event’s site at <https://yachtscoring.com/emenu.cfm?eid=14915>. An unofficial notice board will be located in the BYC Mackinac Room.
- 3.2. There will be a competitors’ meeting at 1800 hrs on Wednesday, August 10 with the national meeting to follow at the BYC clubhouse.
- 3.3. Radio communications between boats and the Race Committee (RC) will be on VHF radio channel 71.
- 3.4. Various race information may be provided by the RC as a courtesy to competitors. This does not in any way alter the competitor’s responsibility to observe RC’s visual signals which shall govern the conduct of the racing. Errors or omissions by the RC regarding this instruction shall not be grounds for redress. *This changes RRS 62.1(a).*
- 3.5. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

4. CODE OF CONDUCT

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore shall be displayed from the BYC flagpole on the south side of the clubhouse.
- 5.2. When flag AP is displayed ashore, “1 minute” is replaced with “not less than 60 minutes” in race signal AP. *This changes race signals AP.*



6. SCHEDULE OF RACES

- 6.1. The scheduled time for the first warning signal on Thursday-Sunday, August 11-14 is 1000 hrs.
- 6.2. The RC will attempt to run three races on each of the first three race days and two on the final race day, conditions permitting. At total of eleven races are scheduled. The RC may run four races in one day, but in no event shall the number of races be more than one ahead of schedule.
- 6.3. No warning signal shall be made after 1400 hrs on Sunday, August 14.

7. CLASS FLAG

- 7.1. The class flag shall be the number one pennant.

8. RACING AREA

- 8.1. The center of the racing area/circle is located in Lake St. Clair approximately 2.5 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090 degrees. The Peche Island Range Rear Light is in lower Lake St. Clair, approximately 1.5 nm upstream from BYC Club and is visible from the lawn in front of the clubhouse in normal conditions.

9. THE COURSES

- 9.1. The diagrams in Attachment A show the courses, including the course designation numbers.
- 9.2. The RC intends to have a gate at the leeward end of the course. However, a single leeward mark may be set, in which case it shall be left to port.
- 9.3. No later than the warning signal, the RC signal boat shall display on its starboard side the designated course number on a placard and may also display the approximate compass bearing and distance of the first leg.

10. MARKS

- 10.1. The weather mark (1) will be an **orange** MarkSetBot.
- 10.2. The weather offset mark will be a **green** MarkSetBot.
- 10.3. The leeward gate (2S and 2P) will be **orange** MarkSetBots.
- 10.4. The starting and finishing marks will be a **green** MarkSetBot.

11. THE START

- 11.1. The starting line shall be between a staff displaying an orange flag on the RC signal boat and the course side of a green MarkSetBot.
- 11.2. A boat starting later than 5 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. *This changes RRS 63.1 and A5.*

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. The RC may change a leg of the course that begins at a rounding mark or at a gate by changing the position of the next mark (or the finishing line) and signaling all boats before they begin the leg. The next mark need not be in position at that time. Subsequent legs may be changed without further signaling to maintain course configuration.
- 12.2. The RC may make minor adjustments (up to 10 degrees and 0.1 nm in length) to the course during a race without signaling a course change. *This changes RRS 33.*
- 12.3. A gate mark may be moved without signal to support the course configuration.

13. THE FINISH

- 13.1. The finishing line shall be between a staff displaying an orange flag on the RC signal boat and the course side of a green MarkSetBot.
- 13.2. Code flag A displayed at the finish with no sound means no more racing today; return to BYC.



14. WIND AND TIME LIMITS

- 14.1. The race target time is between 60 and 75 minutes.
- 14.2. If no boat rounds the initial windward Mark 1 within 60 minutes of the start the race shall be abandoned.
- 14.3. A 30 degree or greater shift for more than 5 minutes prior to the first boat rounding the initial windward Mark 1, as solely determined by the RC, shall result in an abandoned race.
- 14.4. The time limit for the first boat to sail the course is 180 minutes.
- 14.5. A shortened course shall consist of at least 3 legs.
- 14.6. Boats failing to finish within 30 minutes of the first boat to sail the course and finish will be scored Did Not Finish (DNF) without a hearing. *This changes RRS 35, A4 and A5.*
- 14.7. A race will not be started if the average wind speed over a 10-minute period is below 5 kts or above 25 kts.
- 14.8. After the starting signal, the RC may shorten or abandon the race, as appropriate, because of:
 - 14.8.1. an error in the starting procedure
 - 14.8.2. foul weather
 - 14.8.3. insufficient wind making it unlikely any boat will finish within the time limit
 - 14.8.4. a mark is missing or out of position
 - 14.8.5. any reason directly affecting the safety or fairness of the competition, or may shorten the course so other scheduled races can be sailed. However, after one boat has sailed the course and finished within the time limit, the RC shall not abandon the race without considering the consequences for all boats in the race or series.

15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1. Protest forms are available at the protest desk on the second floor of the BYC clubhouse, on the Official Notice Board, or online (US Sailing Hearing Request Form).
- 15.2. The protest time limit is 60 minutes after the RC boat docks after the last race of the day or the RC signals “No more racing today” ashore, whichever is later.
- 15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room on the second floor of the BYC clubhouse, beginning at the time posted on the Official Notice Board.
- 15.4. Routine movement of the autonomous marks (MarkSetBots) will not be grounds for redress. This includes minor readjustments, marks returning to station after having been pushed away by a competitor, and collisions with marks that are not actively marks of the course.

16. SCORING

- 16.1. Four races will constitute a series.
- 16.2. Each boats series score will be the total of her race scores with no score excluded. *This changes RRS A2.1.*

17. SAFETY REGULATIONS

- 17.1. Before the start of the first race of the day, and after any postponement ashore, competitors are requested to sail past the stern of the RC signal boat on starboard tack and hail the sail numbers to check in.
- 17.2. A boat that retires from a race shall notify the RC as soon as possible.

18. REPLACEMENT OF CREW

- 18.1. Substitution of crew beyond the final entry list submitted at registration shall not be allowed without prior written approval of the OA or the RC.

19. EQUIPMENT AND MEASUREMENT CHECKS

- 19.1. A boat or equipment may be checked at any time for compliance with the class rules. On the water, a boat can be instructed by a T10 Class Association measurer to proceed immediately to a designated area for inspection.



20. AWARDS

- 20.1. Daily awards will be presented after each race day.
- 20.2. Awards will be presented to the top five places overall.
- 20.3. The following trophies will be awarded:
 - 20.3.1. **North American Championship Trophy** – First place overall.
 - 20.3.2. **Sparkman & Stevens Performance Trophy** – Boat that wins an individual race by the widest time margin.
 - 20.3.3. **Charlie Britton Memorial Award** – To the best performing boat of those boats with an overall standing score midpoint or greater at the end of the second race. In the event of an odd numbered boat, the odd numbered boat will be eligible for the award. Prior North American Champions are not included, nor the Champion of the current regatta.
 - 20.3.4. **Elaine & Wes Pignolet Award** – The best performing boat of those boats with three or more family members sailing the regatta.
 - 20.3.5. **George Ward Husband and Wife Award** – Best performing boat with husband and wife aboard who are: the sole registered owners, members of the T10 Class Association and sailed all races.
 - 20.3.6. **Schrammy Award** – The boat in the top five places at the end of the second day or racing with the lowest final score.
 - 20.3.7. **Jim Sackett Corinthian Award** – The best performing Corinthian boat, defined as a boat skippered and crewed throughout the regatta by World Sailing Group 1 sailors.
 - 20.3.8. **Tartan Ten Travelers Trophy** – The boat with the lowest total Series points from the NAC plus the best Series Points from two other qualifying regattas.

21. DISCLAIMER OF LIABILITY

- 21.1. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The OA shall not accept any liability for materials damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.



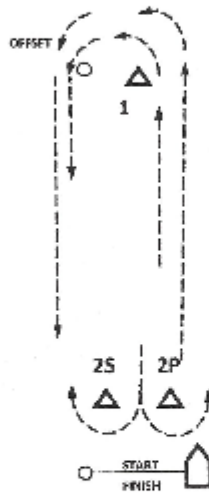
**ATTACHMENT A
ILLUSTRATING THE COURSES**

COURSE 4 and 5 DIAGRAM and ROUNDING ORDER (Not to Scale)

Course 4: START - 1 - Offset - 2P/2S - 1 - Offset - FINISH
(2 laps / 4 legs, downwind finish)

Course 5: START - 1 - Offset - 2P/2S - 1 - Offset - 2P/2S - 1 - Offset - FINISH
(3 laps / 6 legs, downwind finish)

Mark 2 may be either a gate or a single mark

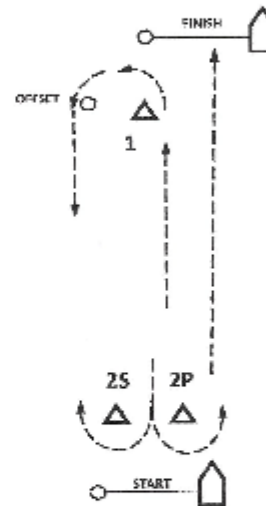


COURSE 3 and 6 DIAGRAM and ROUNDING ORDER (Not to Scale)

Course 3: START - 1 - Offset - 2P/2S - FINISH
(1 1/2 laps / 3 legs, upwind finish)

Course 6: START - 1 - Offset - 2P/2S - 1 - Offset - 2P/2S - FINISH
(2 1/2 laps / 5 legs, upwind finish)

Mark 2 may be either a gate or a single mark



If there is only one leeward mark (Mark 2), it shall be left to port.