

**Northern Michigan Class A Association Rules
August 2003**

Part I – Organization

1. **Name:** The name of this organization shall be the Northern Michigan Class Association.
2. **Object:** To promote and develop Northern Michigan Class racing under uniform rules and to maintain the One-design features of the Northern Michigan Sloop.
3. **Emblem:** The emblem of the fleet shall be block capital letters, NM, to be affixed to each side of the mainsail between the first and second battens.
4. **Class Design:** The boat is the 32' keel day sailing sloop designed in 1934 by Russell J. built by Russell J. Pouliot, Inc. in Detroit and Irish Boat Shop, Inc., Harbor Springs.
5. **Dues and Membership:**
 - A. Regular membership in the Northern Michigan Class Association shall be extended to owners, part owners, and bona fide charterers of NM's upon payment of their annual Racing Fee or dues. However, in all matters requiring a vote, each boat shall be limited to a single vote.
 - B. The organization may accept as Associate Members all persons interested in the class, but no Associate Members shall vote.
 - C. Dues shall be determined by the Governing Committee.
6. **Officers and Duties:** The Association shall be governed by the following six officers, each having one vote, who shall be elected or appointed in the manner hereafter provided.
 - A. Northern Michigan Class Fleet Captain, who will be elected at the annual meeting for a term of 2 years shall preside at all meetings, appoint committees, rule on procedures and call meetings.
 - B. Immediate Past Northern Michigan Class Fleet Captain, whose qualifications and tenure are automatic.
 - C. The NM Fleet Race Committee, consisting of 3 persons, not necessarily members of the Association shall be appointed by the Fleet Captain and serve for a term of one year or until successors are named by the Fleet Captain. The duties of this race committee shall be to serve on the Governing Committee, to assist the Fleet Captain in setting courses, to assist in the management of racing, and to perform such other duties as the Fleet Captain may request.

D. The Rear Commodore of the Little Traverse Yacht Club.

7. **Governing Committee:** The powers of the Association shall be vested in, and administered by its Governing Committee. The Governing Committee shall consist of the officers as Designated in Section 6 herein. An affirmative vote of the majority of committee members present at a meeting called with proper notice shall decide all questions. The Fleet Captain shall appoint a class Secretary – Treasurer whose duty shall be to maintain appropriate minutes and records for Governing Committee meetings and fleet meetings. The committee shall interpret and uphold the Class Rules, sanction or ban NM races, fill vacancies in office, conduct all business, and determine the policies of the Association.

The Governing Committee shall serve as the Rules Committee. It shall pass on all questions relative to eligibility of boats and equipment, interpret the rules and specifications, and recommend to the fleet any advisable alternatives or additions to the Class Rules.

8. **Meetings and Elections:** The annual fleet meeting shall be held in August of each year at a time and place to be designated by the Fleet Captain. He shall cause a written notice of the meeting to be mailed to each member at least 7 days in advance thereof. A Quorum shall consist of more than half of the regular membership – present in person or by authorized representative. Voting shall be by regular members who shall be entitled to one vote for each boat enrolled and the majority vote of boats represented in person or by proxy shall prevail. A proxy must be in writing.

The order of business at an annual meeting shall be as follows:

1. Call to Order.
2. Roll call of boats represented.
3. Reading of minutes.
4. Reports of officers.
5. Ratification of Governing Committee Rulings.
6. Other business.
7. Election of officers when applicable.
8. Adjournment.

A nominating committee shall submit a proposed slate of officers for consideration at the annual meeting. This nominating committee shall be composed of:

1. The Fleet Captain
2. The immediate Past Fleet Captain.
3. The apparent point leader as determined by Fleet Captain of the Current NM Class Championship series.

In case of duplication, 2 may serve as the committee.

A special fleet meeting may be called by the Fleet Captain or LTYC Commodore upon request and proper notice.

9. **Amendments:** The Class Rules may be amended only at an annual or special meeting by six-tenths vote of the total fleet, represented either in person or by proxy, or by a three-fourths vote by mail conducted at the request of the Governing Committee provided that in the latter case, a letter accompanying the ballot shall contain the full text of the proposed change, the present wording, and a discussion outlining how the proposed change would affect the fleet.

PART II – Rules and Specifications

1. **Interpretation:** Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not covered, a ruling should be obtained from the Governing Committee. In interpreting these Rules and Specifications, the Governing Committee shall consider the intent rather than any technical construction that might be derived from wording and shall bear in mind at all times the basic principle of the specifications which is to maintain the Northern Michigan Class as a One Design Class. Nothing in these rules and specifications is optional unless so stated. General Rules – In the absence of specific rules to the contrary, *The Racing Rules of Sailing*, and the prescriptions of U.S.Sailing shall apply.
2. **Standards:** The original plans for the Northern Michigan Class, dated January 5, 1934, by Russell J. Pouliot, Inc. shall constitute the standard plans for the class. Questions pertaining to hull and rudder size and shape, mast, boom, and spreader dimensions, shall be decided by reference to these plans unless otherwise excepted herein.
3. **Eligibility:** It shall be the responsibility of the Governing Committee to insure that individual boats that seek to race in the fleet abide by these rules and specifications.

It is suggested that the fleet captain or his representative make such inspection of the boats as he deems appropriate at least one week before the start of the championship series and shall bring shortcomings discovered to the attention of the owner or skipper.

It shall be the responsibility of each racer to insure that his boat fully complies with the letter and spirit of these rules. It is expected that the highest standards of corinthianism shall be practiced.

A NM may be challenged for infringement of these rules by an association member by means of a protest in writing stating the grounds thereof, promptly submitted to the Fleet Captain who shall promptly call a meeting of the Governing Committee for decision. Any such protest shall be accompanied by a check for \$25, which shall be returned if the protest is sustained, and otherwise paid into the class treasury.

The Governing Committee shall have the power to declare a boat ineligible.

4. **Hulls:** All hulls shall conform to the design and specifications of the original Pouliot plans with the following exceptions:
 - A. Fiberglass hulls are allowed if built from a mold taken from an existing wood hull and meeting all other requirements.
 - B. Fiberglass, polypropylene, or similar coverings may be applied to existing wood hulls.
 - C. All hulls must have oak floor timbers as shown on the plans with the exception that the ninth floor timber from forward aft may be deleted.
 - D. The exterior of the hull, including keel and rudder, may have any surface treatment desired as long as such treatment is compatible with *The Racing Rules of Sailing*, and the prescriptions of U.S.Sailing.
5. **Keel and Rudder:** No change may be made in the weight or position of the keel nor may additional ballast be carried either internally or externally except as otherwise provided herein. The rudder must conform in size and shape to the Pouliot plan. The trailing edge may be faired as much as desired. No “flaps” or other means of closing the gap between the after end of the keel and the forward side of the rudder shall be used.
6. **Spars;** The mast shall be constructed of wood or aluminum and shall conform to the original plans. The spreaders shall be positioned as shown and shall be within 1 inch of the shown length. The side spreaders shall be of wood or aluminum, the material for the jumper spreaders shall be optional. The bare mast without spreaders or hardware shall have a minimum butt weight of fifty-five (55) pounds and minimum head weight of forty-five (45) pounds. The spar shall be weighed horizontal with weighing and support at extreme ends. Weight necessary to achieve minimum may be added in any manner desired. The minimum sections of the mast shall be 4.0 inches thwartship and 5.6 inches fore-aft. The mast shall taper to conform to the original plans. Spinnaker Pole, 9°0 eye to eye, may be of any material.
 - 6.1 Boom – shall be aluminum.
7. **Standing Rigging:** The forestay shall attach to the mast within 3” of the position shown on the plan. It shall be of 3/16” wire. The position of attachment to the deck or stem is optional. The jumper stays shall be of 1/8” wire. The position of the lower attachment of these stays and location of turnbuckle(s) is optional. The upper shrouds shall be 1/8” wire, intermediate 5/32”, and lower shrouds of 3/16” wire.
8. **Running Rigging:** The jib halyard must attach under the forestay, the spinnaker halyard must attach under the jumper spreader. Halyards and sheaves shall bear the weight of the sails. The nature and arrangement of all other running rigging shall be optional with the exception all halyards must be external and the mainsail shall be trimmed from the end of the boom with only one fall of mainsheet from the middle of the boom. Halyard locks

may not be attached to the mast higher than 4' above the deck. It is the intent of this part that the hardware and rigging used to race these boats shall be optional except as specified. Winches, blocks, leads, lines, cleats, tackles, and other equipment may be selected and arranged to suit the owner's wishes. However, it is the consensus of the rule drafters that if radical changes are made, such changes may be outlawed and removal required after filing of protest, and appropriate action by the Governing Board. Approval may be obtained in advance of changes, but is not required. Specifically not allowed are any hiking assist straps or slings and spinnaker launching tubes.

9. Decks and cockpits: The decks must be solid and sturdy with adequate framing. The deck planking may be fir, teak, plywood or fiberglass. Decks may be fiberglass covered. The boats shall be equipped with splash boards and coamings of similar design to the original plan, but some reasonable variation in angle, length, height and material is permissible. There shall be a minimum of 2 seats in the boats as shown in the plan with a minimum length of 42" forward of aft coaming, and a minimum width of 12" inboards of the coaming. The boats must be equipped with floorboards. They may not be watertight and self bailers may not be used. Material can be lumber or plywood, minimum thickness ½", maximum 1". Tillers must be located as shown but length thereof is optional. Use of a tiller extension is allowed.
10. **Weighing:** All yachts shall be weighed and shall have a minimum allowable weight of 4,100 pounds. Conditions of weighing as follows; Boat must have been in the water a minimum of two weeks before weighing. Weight to include all running rigging used when racing, main boom, spinnaker pole, pump, any instruments that are installed, and all hardware. To be removed before weighing are: mast and its halyards, stays, turnbuckles, sails, battens, anchor and line, and personal gear incidental to the use of the boat. If the boat is underweight, the amount of weight needed to make it legal shall be divided by four (4), and attached to the inside of the hull, just above the floorboards by stations 5 and 10. If the boat is overweight and the owner wishes to reduce weight, he shall do so only after specific prior approval of his suggested method by the Governing Committee.
11. **Sails:** Sail measurements listed herein shall, except as specifically noted, be made from the outside edges of cloth, tabling, or bolt rope, as the case may be. All measurements shall be taken with the sail laid on the floor, with tension adequate to remove all wrinkles in the line of measurement.

Except as otherwise specifically permitted or required battens or other means of artificially stiffening the sails shall not be used. Windows either for viewing tell-tales or leeward obstructions, are permitted.

No unwoven material, or woven material of abnormal thickness, shall be introduced as a stiffener or strengthening. Sails shall be capable of being stowed in sail bags under the deck. Headsails shall use jibhanks in the normal manner. The cloth shall not pass around the headstay. Sails shall be completely dry when measured.

A. Mainsail;

1. The minimum weight of cloth to be used in the mainsail shall be 5 oz., American measure.
2. The mainsail shall fit and at all times be set between two black bands on the mast. The top of the lower band shall be at least 2 feet above the deck, and the bottom of the upper band shall be set 33 feet one inch above the top of the lower band.
3. On the bottom, the sail shall fit and be set between the aft side of the mast and forward side of a band 13'5" aft of the aforementioned aft side.
4. A maximum mid luff, mid leech girth of 7'8" is allowed. No minimum is specified.
5. The maximum leech length shall be 34'.
6. Battens: The top batten shall be 34" long/the second and third, 55" long, the bottom batten 50" long.
7. The mainsail shall have a headboard. The maximum width shall be 4".
8. The mainsail shall utilize slides or slugs on luff and foot.

B. Jib;

Notes: On jibs where the luff and leech intersect, head measurements shall be made from the point of intersection. On sails where the luff and leech do not intersect, head measurements shall be made by extending the luff and leech lines to a projected point of intersection and measure from that point, disregarding any part of the sail extending beyond this apex. This same technique applies to locating the tack and clew points measurement.

1. The minimum weight of cloth to be used in the jib shall be 5 oz., American measurement, unless the jib is constructed of mylar reinforced material where the total weight shall be at least 3.7 oz. per sailmakers yard and at least 1.5 mils thickness of mylar.
2. The size of the jib shall be governed by the following maximum dimensions. No minimum is specified.

Luff – 24'9"

Leech – 22'

Foot – 9'

3. Three inches of sweep are allowed in the foot.
4. Jibs may have 3 battens, 10" long, evenly spaced on the leech of the sail. The leech must be a straight line from head to clew, although hollow or negative allowance is permitted. Increased roach is not.

C. Spinnaker:

1. Spinnakers shall be of the parachute type with equal luffs. Venturi types shall not be used.
 2. Spinnakers shall be made of woven nylon material, minimum weight .75 oz., maximum weight 1.25 oz., American measurement. The draft shall be evenly distributed across the sail.
 3. Spinnaker measurements:
 - A. Luff length maximum 27'2".
 - B. Maximum width 17".
 - C. Minimum mid girth width, 95% of maximum, 16'2".
12. **Numbers of sails permitted:** Each boat may use only 2 mainsails, 2 spinnakers, and 2 jibs in any one year. Sails shall be submitted to the governing Committee or their appointed representative for measurement and marking before the sail is raced. Initial sail measurements shall be made at least three weeks prior to the first championship series race, whenever possible. Remeasurement shall be affected within a week prior to the first championship series race on a date to be announced by the Fleet Captain. Each boat may buy only 1 main, 1 jib, or 1 spinnaker each year except when a boat is purchased, either new or used, 2 suits may be added for the first season's use. If a new boat, and purchased with a suit of sails, this shall constitute one of these suits, it shall be marked with the year and the measurer's mark. The measurer shall mark no more than 2 suits of sails per boat, per year. Only approved and marked sails shall be carried aboard during racing.
13. **Crews:** The number and makeup of crews shall be optional, excepting that a LTYC member (or his/her family member under 21, including daughter or son-in-law) shall be on board during a race.
14. **Haul Outs;** A yacht shall not be hauled out more than once during the August championship series without the permission of the governing committee. In cases of emergency the Fleet Captain shall have immediate jurisdiction.
15. **Equipment;** NM's shall carry the following equipment when racing-life preservers for each crewman, anchor, minimum 10# lightweight type or 30# traditional type, and minimum 100' anchor line, pump either manual or electric,

and bucket and protest flag.

16. **Ballast**; Except as provided in #10 above, ballast may not be added with the exception that a standard automotive size battery may be carried in the bilge.
17. Electronic sailing instruments are not restricted.

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