



Spruce Point Regatta

Sunday, June 21, 2026

A one-day DF95 regatta held at Spruce Point Inn
in Boothbay Harbor, Maine

The Organizing Authority
is the
Maine Model Yacht Club

SAILING INSTRUCTIONS

- RULES:** This regatta is governed by the Racing Rules of Sailing (“RRS”) as modified by Appendix E regarding radio sailing ([here](#)), the Restricted Class Rules of the DragonFlite 95 (“DF95”) class ([here](#)); and these Sailing Instructions. Any changes to the above-referenced rules made by these Sailing Instructions are noted below (**in BOLD**) in the specific instructions where they apply.
- SPORTSMANSHIP AND CORINTHIAN SPIRIT:** Above all, remember that we are engaged in a friendly competition in the Corinthian spirit of fair play. We race for the love of sailing. At MMYC events, winning is not everything. Behavior that is deemed to be a breach of RRS 2, or of good manners, or which may bring the sport into disrepute, will not be tolerated. The Race Director can penalize such behavior, including by exclusion from the regatta.
- NOTICES TO COMPETITORS:** A Notice of Race (“NOR”) for this regatta is available on the MMYC website [here](#). Reminder notices about the regatta will be distributed by email to all competitors who have entered the regatta. Any postponement, change of location, or cancellation will be distributed in the same manner.
- CHANGES TO SAILING INSTRUCTIONS:** At the sole discretion of the Race Director, changes to these Sailing Instructions may be made at any time. All competitors on site will be notified orally.
- SCHEDULE:** The regatta will take place on **Sunday, June 21, 2026**, as follows:

0900 - Registration opens
0915 - Practice Session starts
1015 - Skippers Meeting
1030 - 1200 - Morning Racing (no heat to start after 1200) (low tide at 1056)
1200 - Lunch (provided)
1300 - 1430 - Afternoon Racing (no heat to start after 1430) (high tide at 1721)
1445 - 1500 - Awards Presentation
1500 - 1545 - Guests of the Inn and spectators can try their hand at RC sailing
1600 - 1800 - Drinks and dinner (not provided) at the Inn for those who can stay

6. RACING FORMAT:

6.1 The regatta will consist of three (3) races, each of which will consist of as many heats as can be completed within the allotted 60 minutes, as follows:

Morning Race	1030 – 1130
Midday Race	1130 – 1200 1300 – 1330
Afternoon Race	1330 – 1430

6.2 Every effort will be made to have all competitors race as one fleet, with all boats starting at the same time. However, at the sole discretion of the Race Director, a simple “Odds & Evens” heat management system may be implemented if the number of boats competing in the regatta exceeds 18 and course conditions otherwise warrant. Under the Odds & Evens system, skippers will be randomly assigned to either the Odd or the Even fleet for their first heat. After Odd Heat #1 and Even Heat #1 are completed, all skippers who finished in an odd position (1, 3, 5, 7, etc.) will race in Odd Heat #2, and all skippers who finished in an even position (2, 4, 6, 8, etc.) will race in Even Heat #2. This pattern is repeated for all subsequent heats – i.e., all subsequent Odd Heats will include boats that finished in an odd position in their last heat, and all subsequent Even Heats will include boats that finished in an even position in their last heat. Odd Heats and Even Heats will be raced in equal number.

7. THE COURSE:

7.1 The Race Director will determine race courses based on current wind, weather and tidal conditions, and shall orally describe the course before each heat. Competitors are urged to listen carefully to the course description for each heat, as course changes between heats are common. Once a heat is started, the course shall not be altered or shortened.

7.2 A competitor is **not prohibited** from giving tactical or strategic advice, including reminders about course requirements, to a fellow competitor controlling a boat that is racing. **NOTE: This changes RRS E2.2.**

8. THE START:

8.1 The AMYA one-minute starting sequence will be used. The “*Warning*” signal is defined as when the auditory sequence begins; the “*Preparatory*” signal is defined as when the one-minute countdown begins. The “*Starting*” signal is defined as the beginning of the starting bell’s sound. **NOTE: This changes RRS E3.4(a).**

8.2 Boats whose Warning Signal has not sounded shall stay clear of the starting area.

8.3 The starting line will be between the center pins of the starting marks identified by the Race Director in describing the course before each heat.

8.4 The Race Director, at his sole discretion, may implement a starting penalty, to facilitate fair starting. The Race Director shall state to all competitors, prior to the Warning Signal, which penalty will be in place at the Preparatory Signal.

9. THE FINISH:

9.1 The finishing line will be between the center pins of the finishing marks identified by the Race Director in describing the course before each heat. Competitors shall verify their sail number when crossing the finish line. Boats that have finished a heat shall stay clear of boats that are still racing.

9.2 In an effort to expedite racing, the Race Director, at his sole discretion, reserves the right to score boats still on the course in ranked order or as Did Not Finish (DNF). **NOTE: This changes RRS A5.2.**

10. HOLDS:

10.1 COMPETITOR REQUEST FOR HOLD: Prior to the Warning signal, any competitor may request that the Race Director delay the starting sequence for a maximum of five minutes for the repair of a technical problem or breakdown. Each competitor may be granted one such delay per race day.

10.2 RACE DIRECTOR DISCRETIONARY HOLD: At the sole discretion of the Race Director, holds may be announced from time to time for changes in wind and weather conditions, tuning or similar adjustments, recovery of disabled boats, changes to buoy placement, or any other reason.

11. SCORING:

11.1 The Low-Point Scoring System (RRS Appendix A) shall be used to score races. Each race will consist of as many heats as can be completed within the allotted time. A boat that starts, sails the course, and finishes a heat shall be scored one point more than the number of boats finishing ahead of it. RRS Scoring Rule A5.3 shall apply to boats scored DNS, NSC or DNF. One heat score will be excluded for every 5 heats scored, in accordance with RRS Scoring Rule A2.1. Any ties shall be broken in accordance with RRS Scoring Rule A8.

11.2 The Low-Point Scoring System (RRS Appendix A) shall be used to score the regatta, which will consist of a series of three races (morning, midday, and afternoon). No race scores will be excluded, in accordance with RRS Scoring Rule A2.1. Any ties shall be broken in accordance with RRS Scoring Rule A8.

11.3 There shall be no changes to race or regatta scores resulting from action, including the correction of errors, initiated more than 10 minutes after the protest time limit for the last heat of the regatta or the regatta results are announced. **NOTE: This changes RRS 90.3(e).**

12. PENALTY SYSTEM:

12.1 A boat may protest another competitor by making a proper hail, as defined in RRS E2.1 and in compliance with RRS E6.3. The protested boat may take a penalty in accordance with RRS E4.3. Boats recognizing their own breach of a rule should take

the same penalty. A protesting boat must report her intentions to protest to the Race Director at the conclusion of the heat where the incident occurred.

12.2 A boat may touch any mark without penalty except a starting line or finishing line mark while starting or finishing. **NOTE: This changes RRS 31.**

13. EQUIPMENT AND MEASUREMENT CHECKS:

13.1 Competitors may use any of the standard DF95 rigs (including A, B, C, or D), at the discretion of the competitor.

13.2 A boat and her equipment may be inspected by the Race Director at any time for compliance with the Class Rules. If a boat or any measured equipment is found to have been modified in any way not permitted by the Class Rules, the competitor will be scored as "DNS" for all heats up to the point when the modifications were discovered during that race. Additionally, the competitor will not be permitted to race until the boat is measured to be in compliance with the Class Rules.

14. **DISCLAIMER OF LIABILITY:** Competitors participate entirely at their own risk. Neither the Organizing Authority nor Spruce Point Inn nor any staff or officers of the same shall be liable whatsoever for any loss, damage, injury, or inconvenience that might occur to persons or equipment in connection with the regatta and its related activities.

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