

Northern Michigan Class Association Rules

9 September, 2015 Version 5.1

Drafted by David Irish incorporating input from Tom Post, Jon Podmajersky, and Bill Brown, and approved by vote of boat owners, 9 in favor, none opposed.

Part I – Organization

1. **Name:** The name 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. Pouliot and built by Russell J. Pouliot, Inc. in Detroit and by Irish Boat Shop, Inc. in Harbor Springs.
5. **Dues and Membership:**
 - a. Regular membership in the Northern Michigan Class Association shall be extended to NM owners, part owners, and bona fide charterers, who are LTYC members, upon payment of a current year LTYC racing fee for the Class. In matters requiring a vote, each boat shall have a single vote.
 - b. Racing Fees shall be determined by the Little Traverse Yacht Club.
6. **Officers:**
 - a. The Northern Michigan Class Fleet Captain shall be elected at the Annual Meeting of the Class Association. He/she shall call, and preside at meetings, create or dissolve committees and appoint their members, rule on procedures, and represent the Class to the LTYC.
 - b. The Class Secretary-Treasurer, to be nominated by the Fleet Captain and elected by the membership at the Annual Meeting.

- c. Class Measurer, is to be selected by the Fleet Captain and confirmed by the membership.
 - d. Officers term of office extends to the election of their successors
- 7. **Governance:** The Association shall be governed by its Officers, serving as the Governing Committee. In addition to the Officers, up to two additional members of the Governing Committee may be chosen at the Annual Meeting. Decisions of the Governing Committee shall be made by vote on duly made and supported motions. A majority of those voting is required to adopt a motion. The Governing Committee shall serve as the Rules Committee. It shall pass on all questions relative to eligibility of boats and equipment and interpret the rules and specifications.
- 8. **Meetings and Elections:** The Association shall meet each calendar year, on call of the Fleet Captain. A Quorum shall consist of 4 members. The Class Secretary-Treasurer or LTYC Commodore is authorized to call, and chair an annual meeting if no such meeting has occurred by September of a calendar year.
- 9. **Amendments:** Class Rule amendments may be proposed by the Governing Committee and presented for consideration by vote of members at an annual meeting, or special meeting convened for this purpose. Affirmative vote by sixty percent of the Members present in person or by proxy is required for approval of an amendment. The Governing Committee may, alternatively, propose class rule changes for submission to Class Members for vote by mail or e-mail. An affirmative vote by 75% of those voting shall be required for approval. Correspondence accompanying the ballot shall contain the full text of the proposed change, the present wording, and a discussion of the proposed change.

PART II – Rules and Specifications

- 1. Interpretation:** Specifications, however complete cannot anticipate every possible situation that may arise. If a point is not specifically covered, a ruling may be obtained from the Class Measurer. **In interpreting these Rules and Specifications, the Class Measurer shall consider the drafting intent as well as any technical construction that might be derived from the wording and shall bear in mind at all times the basic principle of the specifications which is to maintain the Northern Michigan Sloops as a One Design Class. Nothing in these rules and specifications is optional unless so stated.** In the absence of specific class rule statements to the contrary, *The Racing Rules of Sailing*, *The Equipment Rules of Sailing*, and the Prescriptions of USSAILING shall apply.
- 2. Standards:** The original plans for the Northern Michigan Class, dated January 5, 1934, by Russell J. Pouliot shall constitute the standard plans for the Class. Questions pertaining to hull and rudder size and shape, mast, boom, and spreaders , 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 Class Measurer make such inspection of the boats as he deems appropriate before the start of series racing and bring shortcomings discovered to the attention of the owner, skipper, or Fleet captain. It shall be the responsibility of each owner to insure that his boat complies with the letter and spirit of these rules. An NM may be challenged for infringement of these rules by an association member via a protest in writing stating the grounds thereof, submitted to the Fleet Captain who shall investigate, and promptly call a meeting of the Governing Committee for decision, which may direct corrections to the boat, or take other actions up to and including declaring the boat ineligible to participate in NM Class Events.

- 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 or similar coverings may be applied to existing wood hulls.
 - c. All hulls must have oak floor timbers as shown on the plans, except that timber number nine may be deleted.
 - d. The exterior of the hull, including keel and rudder may utilize any surface finish that conforms with *The Racing Rules of Sailing, the Equipment Rules of Sailing*, and the prescriptions of USSAILING.
- 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 are permitted.
- 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 lengths; lower spreaders 33”, upper spreaders 28” including fittings. The side spreaders shall be of wood or aluminum, the material for the jumper spreaders shall be stainless steel or aluminum. The legs of the jumper spreaders are 15” long. The bare mast without side spreaders, halyards, or stays 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 while horizontal with weighing and support at extreme ends. Weight necessary to achieve minimum may be added in any manner desired. Aluminum masts existing in the fleet in August, 2015, may continue in use indefinitely, but must maintain their ballasting to the required 55# butt weight. New masts coming into the fleet after March, 2015 shall utilize the “Ballenger section B5740”, which is 5.7” fore and aft and 4” athwartships. The mast shall taper to conform to the original plans. Ballast shall be added to the mast as above. A masthead backstay crane is permitted on aluminum masts, not to exceed 6” in length

from aft face of mast to backstay pin hole. The spinnaker pole shall be 9' eye to eye, and may be of any material. The boom may be wood, in a T configuration or un-tapered tubular aluminum.

- 7. Standing rigging:** The forestay shall attach to the mast below the jumper spreader and shall be 3/16" 1x19 wire. The fore and aft position of attachment to the deck or stem is optional. A forestay turnbuckle is required. The Jumper stays shall be of 1/8" 1x19 wire, and turnbuckles shall be fitted. The shrouds shall be 1x19 wire, with turnbuckles above deck, 1/8" for the uppers, 5/32nds for the intermediates, and 3/16" for the lowers. The backstay shall be 1/8" 1/19, tensioning method optional.
- 8. Running rigging:** The spinnaker halyard block shall attach to the mast at or below the centerline of the jumper spreaders. All halyards shall be external to the mast. Halyards may be tensioned (equipment optional) and secured either above or below deck. Halyard locks aloft are not permitted. The mainsail shall be trimmed from the boom end except for one or two falls of sheet from mid boom.
9. Equipment or devices, other than wooden blocks and wedges, whose function is to achieve movement of the mast at the step are not allowed.
- 10.** Except as regulated elsewhere in this rule, winches, blocks, leads, control lines, cleats, tackles, and other sail control equipment may be selected and arranged to suit the owner's wishes. However, the drafters of these rules intend that changes made may be outlawed and removal required after filing of protest and appropriate action by the Governing Committee. Proposed changes may be submitted to the Class Measurer for consultation. Specifically not allowed are any hiking assist straps, slings, or grips, and spinnaker launching tubes or chutes, hard or soft.
- 11. Decks and cockpits:** The decks must be solid and sturdy with adequate framing, generally similar to the original design in thickness, rigidity and weight. Fir deck planking, and multi-layer plywood with fiberglass overlay are common materials. Molded fiberglass is not permitted. Splash boards and coamings, generally similar to the original design are required. Angling the cockpit coamings out 15 degrees for crew comfort is permissible. There shall be a minimum of 2 cockpit seats, each 42" minimum length and a

minimum width of 12" inboard of the coaming. Floorboards are required, wood or plywood. Minimum thickness ½", maximum 1". They may not be water-tight and self bailers may not be used. Tiller length is optional, and a tiller extension is permitted.

12. **Weight:** The minimum weight of the NM is 4100 pounds, without mast and its rigging, anchor and line, sails, and personal gear incidental to use of the boat. Bilge shall be dry. If the boat is underweight, compensating ballast shall be permanently installed as followed: Divide required weight by 4; attach to inside of hull permanently just above the floorboards at station 5 and 10. If a boat is above minimum weight and the owner wishes to reduce weight, he shall do so only after receiving specific approval of his suggested method by the Class Measurer.

13. **SAILS Permitted:** Each year a boat may only "measure in" and race with 1 mainsail, 1 spinnaker, and 1 jib. Exception may be requested from the Class Measurer for cause. Sails shall not be used racing until measured and marked and dated by the Class Sail Measurer. Only sails that have been measured in and declared for the current year may be aboard while racing. Sail measurement shall, except as specifically noted, be made in accordance with the rules and procedures contained in the ISAF Equipment Rules of Sailing, Part 2, Section G, Sail Definitions; Subsection A, Trilateral Sails.

Sailmakers shall measure sails made for NM Sloops in accordance with this rule and shall mark each sail with the dimensions in the "ORC Stamp format", signed and dated. The sailcloth used shall be identified, by brand, style, and weight. In addition, the finished, or "Bag weight" of the jib shall be included.

G.1.3 (a) Mainsail:

G.1.4 Sail Construction

i) The Body of the sail shall be a soft single woven polyester ply of not less than 260 grams per square meter. It may have one traffic visibility window not exceeding 430 square inches in area and one jib leach telltale visibility window. It may have corner stiffening made up of multiple layers of woven polyester ply. It may have an Aluminum Head Board, Top Width, G.7.8, not to exceed 4". Four battens of fiberglass or composite, but not carbon fiber, are allowed equally spaced along the leech. Maximum batten lengths are, top, 34"; second and third, 55", and lower, 50". One Cunningham point and/or one reef are permitted. Slides or slugs shall be installed on the luff and foot.

ii) The mainsail luff shall fit and at all times be set between two, 1" wide bands of contrasting color on the mast. The top of the lower band shall be at least 2'-0", but not more than 2'-2" above the deck and the bottom of the upper band shall be 33'1" above the top of the lower band.

iii) The foot of the sail shall fit and at all times be set between the aft side of the mast and a 1" wide band of contrasting color the forward side of which shall be 13'5" aft of the mast.

iv) The leech length, G.7.2 shall not exceed 34'. The Half Width, G.7.5 (a) when added to the distance A from H.5.2, Hollow in sail leeches, shall not exceed 7'8".

G.1.3 (d) Headsail

G.1.4 Sail Construction, headsail

i) The body of the sail shall be woven polyester ply. The minimum weight of the complete sail with battens shall be 8 pounds. It may have one luff yarn window, and one traffic visibility window, G.8.9 not exceeding 200 square inches in area. Corner reinforcement shall be of material similar to the body of the sail.

ii) The leech length is the distance from Clew Point, G.4.1, to the Head Point, G.4.2 (b), and shall not exceed 22'.

iii) Luff length is the distance from the Head Point, G.4.2 (b) to the Tack Point, G.4.3 and shall not exceed 24'9" (note, the luff will be shorter than the rule limit to bring the clew down to a favorable trimming position).

iv) Foot length is the distance from the Tack Point to the Clew point and shall not exceed 9'

v) G.7.10, the Foot Median, shall not exceed 23'.

vi) The jib may have 3 battens up to 10" long, spaced equally along the leech. The end of the middle batten shall be at the half leech point, and the Half Width, G.7.5, shall not exceed 4'4".

(vii) The luff shall be equipped with metal jib hanks.

G1.3(e) Spinnaker

G.1.4 Sail Construction

- i) The sail shall be symmetrical about its centerline
- ii) It shall be made of woven nylon of 36 grams per square meter or heavier
- iii) Luff length maximum is 27'2"
- iv) Width maximum is 17'
- v) G.7.10, Foot Median, maximum is 30'2"

14. Haul-outs during the season are not limited.

15. Crew: An LTYC member, to include family members, shall be on board while racing.

16. Equipment: NM's shall carry the following equipment while racing.

- a. **USCG** approved personal flotation devices for each crew person.

- b. Anchor**, minimum 10# lightweight type with made-up nylon rode, minimum 3/8" diameter and 150' long, with compatible shackle.
- c. Pump**, manual or electric, plus stout bucket with pennant.
- d. Radiotelephone**, handheld VHF
- e. Electronic** sailing instruments are not restricted.

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