

NPSA Racing Instructions

2026

Table of Contents

RACING INSTRUCTIONS	2
Rules:	2
Membership	2
Notice to Competitors:	2
Changes in Sailing Instructions:	2
Racing Classes:	2
Schedule of Races:	3
Racing Area:	3
Marks:	3
Courses:	3
The Start:	4
Recalls	4
Shortening Courses:	4
Postponement and Abandonment:	4
The Finish:	5
Time Limit	5
Withdrawal:	5
Scoring:	5
Penalties:	6
Protests:	6
Awards:	6
VHF Radio Communications:	6
Committee Boat:	6
Advisories for all Classes:	6
Start Sequence:	7
Postponement and Abandonment:	8
Club Protocol:	8
Annual Dudley Boycott Memorial Double Handed Race	9

Annual Harry Young Cup	10
NPSA Course Mark Definitions	11
NPSA Racing Marks Distance Matrix	12
NPSA Racing Marks Magnetic Bearing Matrix	13
NPSA Mark Locations	14
NPSA Race Courses – Spinnaker (White) and Non-Spinnaker (Blue) Classes	15
NPSA Race Courses – Spinnaker Windward and Leeward	18
Chart	19

RACING INSTRUCTIONS

Rules:

All rules will be governed by ISAF Racing Rules of Sailing, except as modified by these instructions.

- A) All classes:**
 - a. All boats will race with an EZ rating determined by the Race Committee Chairman.
 - b. Alternate scoring methods may be run in parallel with EZ as a case study.
 - c. There will be a penalty for oversized headsails.
 - d. Use of double headsails is permitted for white and blue class.
 - e. Captains are required to notify the Race Committee of any modifications to their boat, sails or equipment that affects their EZ rating.
 - f. All boats are required to sail under U. S. Coast Guard regulations (which includes the proper and timely use of running, steaming and anchor lights).
 - g. It is the responsibility of each skipper and crew to understand and comply with the ISAF Racing Rules and the rules in these NPSA Racing Instructions.
- B) Non- Spinnaker Class:**
 - a. Spinnakers and cruising \ spinnakers are not permitted in the Non-Spinnaker Classes.
 - b. A drifter may be used for either a first or second headsail as long as it has shanks or luff tape along the luff.
 - c. Only one whisker pole may be deployed at a time. If it is telescoping it must not be extended beyond the "J" value of the boat. The "J" value is the distance from the base of the mast to the forestay tack. Telescoping poles must be clearly marked at the "J" length.
- C) Race Cancellation:**
 - a. Cancellation, delay or postponement of a race is at the sole discretion of the Race Committee Chairperson or Commodore.
 - b. Factors that may cause a delay, postponement or cancellation include, but are not limited to, weather, safety, equipment and availability of race committee personnel.
- D) Final Decision:**
 - a. All decisions of the Race Committee Chairman and or the Commodore are final.

Safety:

- A)** Any attempt by a contestant to exercise right of way, to cross in close proximity to or to interfere with the reasonable transit of the race area by a commercial freighter or burdened tug shall result in disqualification. Contestants must take corrective action well in advance of any extreme situation. See inland rule 18, responsibilities between vessels. Penalty provisions can be up to \$5,000.00 for each violation.
- B)** A boat without way may use any means of propulsion to avoid underway commercial traffic, provided:
 - a) The boat does not gain advantage
 - b) Using the propulsion is the only means of avoiding the commercial traffic
 - c) And the boat submits a report (by email) to the NPSA board by the protest filing deadline that describes the incident and the boat's actions.
- C)** Safety equipment shall be in compliance with that required by the U.S. Coast Guard, Maryland Marine Police and class rules.
- D)** All members of boats participating in a race shall follow all current safety and health requirements and recommendations of the Local, State, and Federal health authorities applicable to COVID-19.
- E)** All members of boats participating in a race shall complete the appropriate WAIVER AND RELEASE OF LIABILITY and provide the waiver to the NPSA Secretary before participating.

Membership:

Boat membership fee is \$125.00 and includes the membership fee for one (1) captain. Crew Membership fee is \$30.00 and is the fee for one (1) person participating in club events and/or is crewing on a Boat with membership.

Notice to Competitors:

Notices to competitors will be posted on the NPSA Website and/or emailed to captains.

Changes in Sailing Instructions:

Any change(s) to the sailing instructions will be posted by 5:00 p.m. on the day before they take effect. and/or announced on the water In Accordance With (IAW) The Racing Rules of Sailing 2025 -2028. The race committee will also attempt to contact captains via e-mail and/or text.

Racing Classes:

- A) Competitors will be grouped into classes based upon registration.
- B) All classes will race in the same racing area.
- C) Class flags may be obtained by Captains by pre-arranged meeting or agreed upon membership meeting. Boats must display the applicable class flag.
 - a. **Spinnaker** - Shall display a white flag
 - b. **Non-Spinnaker** - Shall display a blue flag

Schedule of Races:

- A) There will be 24 races scheduled for each class.
- B) There will be four (4) series: Series 1 & Series 4 with (5) races each; Series 2 & Series 3 with (7) races each. (1 throw-away race in Series 1 & 4 and 2 throw-aways races in Series 2 & 3)

Spring Series	April 22, 2026 – May 20, 2026
NPSA/RCRA Combined Early Summer Series (Rock Creek side)	May 27, 2026 – July 8, 2026
NPSA/RCRA Combined Late Summer Series (NPSA side)	July 15, 2026 – August 26, 2026
Fall Series	September 2, 2026 - September 30, 2026

- C) All races will be held during four series on the dates above. The **Start Sequence** will be conducted in accordance with **Rule 26** on page 8. The **Start Times** are listed in Sections 2, 3 and 4 of Club Protocol also on page 9.
- D) The classes will rendezvous at the Committee Boat in Old Road Bay on the night of each race. The warning signal is intended to be sounded each Wednesday at 6:30 p.m.
- E) Class rendezvous for **Combined Series with Rock Creek (RCRA)** are scheduled for the **Early Summer Series (hosted by Rock Creek) and Late Summer Series (hosted by NPSA)** will occur 15 minutes later at 6:45 p.m. Combined series will have separate Racing Instructions, in the event that a combined series or race is canceled a series or race may be held under these Racing Instructions as determined

by the Commodore(s) and Racing Officer(s) or Race Committee.

Racing Area:

The intended racing area is the area generally encompassing Old Road Bay, portions of the Patapsco River and the Chesapeake Bay. (See Chart on Page 19)

Marks:

The marks will consist of the orange start/finish mark buoy, existing government buoys and day markers located in the racing area as defined in the Mark Definitions on Page 13 and the Chart on Page 19.

Courses:

- A) The courses will be set as described on Page 17 of this document. Courses will be indicated by posting a white banner with black letters on the lifelines or pulpits of the Race Committee Boat.
- B) Spinnaker class may have an alternate course, which will start with an S followed by letters A – F, followed by a number 1 – 3. The alternate course will be posted to the right of the single letter courses.
 - a. Letters A-F identify the course noted on page 18
 - b. The number identifies the number of circuits (one upwind and one downwind leg is a single circuit).
 - c. The race committee will attempt to run a windward / leeward course two (2) times per series.
- C) Old Road Bay Lighted Spar 2 (ORB2 - Sunken Island Light) is considered a continuing obstruction. During a race this obstruction must be passed on the proper side. Never cross between this mark and the closest shore.
- D) Courses on the evening of scheduled cookouts will be short enough to allow most racers to finish and have sufficient time to attend the function.
- E) Committee Boat will announce any changes in finishing mark by VHF.
- F) The raised Orange Flag is to show that the committee boat is on station. When off station the orange flag will be lowered.
- G) For courses that overlap, the committee boat will lower the orange flag during the race, signaling the committee boat is off station so sailors can sail through the starting/finishing area. When the committee boat raises the orange flag no one can sail through the starting/finishing area. This is for safety to avoid collisions. Any boat that does not honor this rule will be disqualified.

The Start:

- A) See Page 8, Start Sequence
- B) The starting line is defined as a line drawn between an orange flag on the committee boat and the orange start/finish mark buoy. Most starts will be at or near Penwood channel buoy PW8 (N"8").
- C) All boats will check in with the committee boat before the start of the race. This may be accomplished by sailing close by and both parties acknowledging with a wave.
- D) After the warning signal all racers should stay off the radio unless: contacted by the Committee Boat, are withdrawing, or are identifying themselves at the finish of a race. All racers must monitor the VHF Channel 68 for incoming calls from the RC boat with information concerning change of course, change of finish line, or weather-related abandonment, delays, or postponements.
- E) A boat whose class warning signal has not been made must keep clear of the starting area and of all boats whose warning signal has been made. Any boat repeatedly failing to keep clear of the starting area will be warned of a possible disqualification.

- F) The starting area is defined as a rectangular area five boat lengths out from each pin parallel to the starting line and 10 boat lengths perpendicular to the start line.
- G) A boat must have its engine off five minutes before the start of its class. A boat entering Old Road Bay with intent to race, but is more than ten minutes late for its start (upon entering the starting area), may use its engine to reach the starting area. Such a boat shall have its engine off before entering the starting area defined in F above.

Recalls:

- A) The Race Committee will attempt to notify premature starts by VHF radio channel 68, shouting, or a voice hailer.
- B) A **general recall** will be signaled by two **short sounds** and raising the First Substitute flag.
- C) The Warning signal for a new start for the recalled class shall be made one (1) minute after the First Substitute is removed (one sound) and class flag raised, and the starts for any succeeding classes shall follow the new start.

Shortening Courses:

- A) The Commodore, Race Committee Chair, or Committee Boat may shorten the course at any racing mark or Government mark.
- B) The Committee Boat will position itself at the new mark to establish a finish line. Committee boat will alert the racing fleet of any finish line change by VHF at their discretion.
- C) A boat shall finish between the orange flag on the RC boat and the nearest mark.

Postponement and Abandonment:

- A) Announcements concerning postponements, delays or abandonment due to dangerous weather conditions or other factors will be made by either the Commodore, Race Committee Chair, or the Committee Boat, on **VHF channel 68 on the quarter hour beginning at 5:45 pm. until 6:45 pm.** The Commodore, Race Committee Chairperson or their designee has the authority to cancel the race.
- B) All races not started are postponed.
- C) Postponed races will restart with a class warning flag followed by the normal starting sequence.
- D) In the event of a Man Over Board (MOB) or a boat is in distress, all possible assistance will be rendered by racing participants. Such needed assistance will cause an immediate Abandonment of the race which will be announced as prescribed in A above. If there will be a Restart, it will be announced via the Normal Start Sequence depicted on page 9.

The Finish:

- A) The finish line will be between the orange flag on the Race Committee Boat and the orange start/finish mark buoy or the nearest government mark.
- B) **After Dark Finishes** After dark, all boats finishing are required to identify themselves to the Committee Boat as they are about to finish. Boats may do so by illuminating their sail numbers, using verbal contact, or making contact via VHF channel 68.
 - a. If the Committee Boat has left the finish line, they will communicate to the remaining boat(s) still racing, via VHF channel 68. A racing boat then shall take its own time (elapsed and GPS time if available) when the finish mark appears within one boat length and abeam. If possible, note any boats finishing ahead or behind. Thereafter, report your time to the Committee boat or Race Committee chair.

- b. Upon finishing a race, a boat shall stay clear of the finish line. Business with the Race Committee Boat will be conducted at the dock or, if urgent, on the off-course side of the Race Committee Boat.

Time Limit:

At least one boat from each class must reach the finish line within two hours of the start of the race for the race to be scored. Otherwise, the race shall be abandoned for the class in question.

Withdrawal:

Any competitor that starts the race and subsequently withdraws is required to notify the Committee Boat at the earliest possible moment. This must be done by VHF radio channel 68 so the Committee Boat does not conduct search activities which may include notifying the Coast Guard.

Club Protocol:

- A) The **START** horn for the Spinnaker class is also the **WARNING** horn for the Non-Spinnaker class.
- B) First and Fourth Series. Though not assured, the Start Sequence for the Spinnaker Class will begin at 6:30 pm and at 6:35 pm for the Non-Spinnaker Class.
- C) Second Series. Though not assured, the Start Sequence for the Spinnaker Class will begin at 6:45 pm and at 6:50 pm for the Non-Spinnaker Class.
- D) Third Series. Though not assured, the Start Sequence for the Spinnaker Class will begin at 6:30 pm and at 6:35 pm for the Non-Spinnaker Class.
- E) If no boat of a class finishes within two hours (2:00) after the start of that class, the race for that class will be canceled.
- F) Each boat must check-in with the Committee Boat prior to all races.

Scoring:

- A) **Scoring for a Series** will use a low point system.
 - a. Individual races will be scored by the following: 1 point for 1st, 2 points for 2nd, 3 points for 3rd, etc.
 - b. To qualify for a series a boat must compete in 1 race per series.
 - c. To calculate an overall score for a series add the individual scores for each race less throw-outs. The boat with the lowest score wins the series.
- B) **Throw Outs** 1 throw-away race in Series 1 & 4 and 2 throw-aways races in Series 2 & 3
- C) **Scoring Penalties:** The following penalties will be used to calculate a boat's score.
 - a. **DNF** (Did Not Finish) will be scored as the last boat to finish plus 1 and **may** be used as a throw-out.
 - b. **DNC** (Did Not Compete) will be scored as the number of boats registered in a series plus 1 and **may** be used as a throw-out
 - c. **DSQ** (Disqualified) will be scored as the number of boats registered in a series plus 1 and **may not** be used as a throw out.
 - d. **RAF** (Retire After Finish) will be scored as the last boat to finish plus 1 and **may** be used as a throw out.
- D) **Qualifying for "Overall" placement:**
 - a. A boat must "Qualify" in 2 series to qualify for "Overall".
- E) **Scoring for "Overall":**

- a. Overall will be scored as a single series with the number for throw outs allowed based on the number of throw outs allowed per series plus one.

F) Tie Score: In the event of a tie score at the end of a series, or for the “overall”, the tie will be broken using the ISAF procedure.

Penalties:

- A) Over Early** A boat over early shall sail back behind the start line and re-start. While maneuvering back to the start line, the boat must keep clear of all other boats. *NOTE: This replaces the former rule which stated that a boat over early must ‘round the mark’ and re-start.*
- B) Fouling Another Boat:**
 - a. A boat that fouls another boat may exonerate herself by performing two 360° turns as a penalty. The 720° penalty, Rule 44.1 and 44.2 of the ISAF will be in effect for all classes and for all races.
 - b. Penalty turns must be done at the first reasonable opportunity keeping clear of other boats racing.
 - c. The boat that is being protested may or may not perform penalty turns.
 - d. A boat that fouls another boat and causes serious damage or gains significant advantage in the race by her breach must retire.
 - e. If the protested boat chooses not to perform a penalty turn and is found at fault by the protest committee, they will be scored DSQ for the race.
- C) Touching a Mark**
 - a. A boat touching a starting mark or racing mark must take a 360° turn penalty to be exonerated. Rules 31.1, 44.1& 44.2 of the ISAF will be in effect for all classes and for all races.
 - b. A boat touching a finishing mark must take a 360° turn penalty, sail to the course side of the finish line and refinish.
- D) Retired After Finishing (RAF)** If a boat after finishing acknowledges that they broke a rule and they are not protested by another boat, the Race Committee can assign an RAF penalty without the necessity of a protest committee.

Protests:

- A)** Captains must notify the boat they are protesting at the first reasonable opportunity and fly a red flag.
- B)** Captains must also notify the Committee Boat of their protest at the time of their finish.
- C)** Protests shall be heard after the race at Young’s Boat Yard.
- D)** Failure to post in your defense will result in a score of "DSQ".

Awards:

- A)** Two awards per class when up to 3 boats qualify. 3 awards when 4 or more qualify.
- B)** Awards will be presented to the winners of each series and to the overall class winners.
- C)** All awards will be presented at an end-of- season Socks-On Party.

VHF Radio Communications:

- A)** The Committee Boat will monitor VHF channel 68 at all times. Any competitor that drops out of a race must notify the Committee Boat.
- B)** All racers must monitor VHF channel 68 for safety and pertinent race information.

Committee Boat:

The Committee Boat will not interpret any aspect of these Instructions, any racing rules, or any course information during a race. Contacting the Committee Boat for these types of communications is discouraged.

Advisories for all Classes:

- A)** Even when you have the right-of-way, you are obligated to avoid a collision.
- B)** A copy of these Racing Instructions should be aboard your boat during each race.

Start Sequence:

- A) The Committee Boat announces on VHF channel 68 that, “The start sequence will begin in approximately one minute with the sounding of the Warning Horn and the raising of the Warning Class Flag. There will be a ten (10) second countdown over the radio before the Warning” or words to that effect.
- B) There will be two starts: the first being the Spinnaker Class (White Flag) followed by the Non-Spinnaker class (Blue Flag). Races shall be started by using the following signals. **Times shall be taken from the visual signals**; the absence of a sound signal shall be disregarded.

TITLE	TIME	SOUND SECONDS	VISUAL SIGNAL	MINUTES TO START
WHITE WARNING	6:30	1	WHITE CLASS FLAG UP	5
PREPARATORY	6:31	1	PREP FLAG UP	4
	6:34	3	PREP FLAG DOWN	1
WHITE START	6:35	1	WHITE CLASS FLAG DOWN	0
			BLUE CLASS FLAG UP	5
BLUE WARNING				
PREPARATORY	6:36	1	PREP FLAG UP	4
	6:39	3	PREP FLAG DOWN	1
BLUE START	6:40	1	BLUE CLASS FLAG DOWN	0

NPSA Course Mark Definitions

Mark Designation	Mark Description
PW14	Penwood Wharf Channel NUN "14"
PW12	Penwood Wharf Channel NUN "12"
JAS Pt.	Near South end of Penwood Wharf
ORB2	Old Road Bay light "2" (Sunken Island)
PW8	Penwood Wharf Channel NUN "8"
PW7	Penwood Wharf Channel Can "7"
PW6	Penwood Wharf Channel Nun "6"
PW5	Penwood Wharf Channel Can "5"
PW3	Penwood Wharf Channel Can "3"
BC2B	Brewerton Channel Lighted Buoy "2B" QR
BC4	Brewerton Channel Lighted Buoy "4" FL R 2.5s
BC6	Brewerton Channel Lighted Buoy "6" FL R 4s
BC8	Brewerton Channel Lighted Buoy "8" FL R 4s
BC11	Brewerton Channel Lighted Buoy "11" FL G 6s
BC12	Brewerton Channel Lighted Buoy "12" FL R 6s
BC14	Brewerton Channel Lighted Buoy "14" QR
OP2	Sparrows Point Ore Pier Channel NUN "2"
OP4	Sparrows Point Ore Pier Channel NUN "4"
Craighill	Lower Craighill Channel Range Front (lighthouse)
BCE10	Brewerton Extension Channel Lighted Buoy "10" FL R 2.5s
RCRA Mark	RCRA Private Mark Southeast of White Rocks
CHU23	Craighill Channel Upper Range Lighted Buoy "23" FL G 4s
CHU25	Craighill Channel Upper Range Lighted Buoy "25" Q G
CHU26	Craighill Channel Upper Range Lighted Buoy "26" FL R 6s
N2	Stony Creek Entrance Nun "2"

NPSA Racing Marks Distance Matrix

Marks	PW12	JASPT	ORB2	PW8	PW7	PW6	PW5	PW3	BC2B	BC4	BC6	BC8	BC12	BC14	OP2	OP4	Craig	BCE10	CHU26
PW12		0.34	0.40	0.49	0.49	0.89	0.86	1.22	2.19	1.72	1.39	1.39	1.81	2.35	1.37	1.17	*	*	2.90
JASPT	0.34		0.32	0.27	0.23	0.66	0.60	0.96	2.09	1.57	1.16	1.06	1.53	1.77	1.05	0.86	*	3.01	2.50
ORB2	0.40	0.32		0.16	0.22	0.51	0.49	0.84	1.81	1.33	1.00	1.24	1.79	2.05	1.25	1.10	2.99	2.71	2.40
PW8	0.49	0.27	0.16		0.07	0.41	0.37	0.73	1.82	1.30	0.91	1.08	1.65	1.91	1.09	0.95	3.09	2.75	2.30
PW7	0.49	0.23	0.22	0.07		0.43	0.38	0.75	1.87	1.34	0.94	1.03	1.58	1.85	1.03	0.88	3.16	2.81	2.40
PW6	0.89	0.66	0.51	0.41	0.43		0.07	0.33	1.51	0.95	0.50	1.03	1.80	1.99	1.08	1.00	2.97	2.48	2.05
PW5	0.86	0.60	0.49	0.37	0.38	0.07		0.37	1.58	1.01	0.56	0.98	1.63	1.93	1.02	0.94	3.04	2.55	2.15
PW3	1.22	.96	.84	.73	.75	.33	.37		1.36	.76	.22	1.04	1.70	2.05	1.11	1.10	3.00	2.36	1.85
BC2B	2.19	2.09	1.81	1.82	1.87	1.51	1.58	1.36		0.60	1.16	2.39	3.09	3.40	2.46	2.46	1.87	1.00	0.56
BC4	1.72	1.57	1.33	1.30	1.34	0.95	1.01	0.76	0.60		0.56	1.79	2.49	2.80	1.86	1.86	2.35	1.68	1.10
BC6	1.39	1.16	1.00	0.91	0.94	0.50	0.56	0.22	1.60	0.56		1.23	1.93	2.24	1.30	1.31	2.85	2.16	1.65
BC8	1.39	1.06	1.24	1.08	1.03	1.03	0.98	1.04	2.39	1.79	1.23		0.70	1.01	0.09	0.28	4.00	3.39	2.90
BC12	1.81	1.53	1.79	1.65	1.58	1.80	1.63	1.70	3.09	2.49	1.93	0.70		0.32	0.63	0.71	4.67	4.09	3.70
BC14	2.35	1.77	2.05	1.91	1.85	1.99	1.93	2.05	3.40	2.80	2.24	1.01	0.32		0.94	0.99	4.96	4.40	4.00
OP2	1.37	1.05	1.25	1.09	1.03	1.08	1.02	1.11	2.46	1.86	1.30	0.09	0.63	0.94		0.22	4.05	3.46	3.00
OP4	1.17	0.86	1.10	0.95	0.88	1.00	0.94	1.10	2.46	1.86	1.31	0.28	0.71	0.99	0.22		3.97	3.45	3.00
Craigl	*	*	2.99	3.09	3.16	2.97	3.04	3.00	1.87	2.35	2.85	4.00	4.67	4.96	4.05	3.97		1.27	1.90
BCE10	*	3.01	2.71	2.75	2.81	2.48	2.55	2.36	1.00	1.68	2.16	3.39	4.09	4.40	3.46	3.45	1.27		0.72
CHU26	2.90	2.50	2.40	2.30	2.40	2.05	2.15	1.85	0.56	1.10	1.65	2.90	3.70	4.0	3.00	3.00	1.90	0.72	

* Un-Navigable course line

NPSA Racing Marks Magnetic Bearing Matrix

Marks	PW12	JASPT	ORB2	PW8	PW7	PW6	PW5	BC2B	BC4	BC6	BC8	BC12	BC14	OP2	OP4	Craig	PW3	BCE10	CHU 26
PW12		047	357	015	023	010	014	338	349	006	058	079	086	062	066	*	012	*	*
JASPT	227		303	334	346	352	356	329	339	355	062	085	092	067	074	*	000	320	*
ORB2	177	123		064	077	020	028	334	347	009	075	091	097	079	087	297	019	322	154
PW8	195	154	244		110	003	013	328	339	001	076	094	099	081	090	295	101	319	148
PW7	203	166	257	290		355	003	327	337	357	074	093	099	079	089	295	005	318	149
PW6	190	172	200	183	175		128	319	329	358	098	108	111	103	114	288	017	313	143
PW5	194	176	208	193	183	308		319	328	353	096	107	110	101	113	288	007	312	*
BC2B	158	149	154	148	147	148	139		124	123	123	123	123	124	129	262	128	302	*
BC4	169	159	167	159	157	150	148	304		123	123	122	123	124	131	272	131	303	*
BC6	186	175	189	181	177	179	173	303	303		122	122	123	125	135	278	150	303	*
BC8	238	242	255	256	254	278	276	303	303	302		122	124	162	202	285	297	303	*
BC12	259	265	271	274	273	288	287	303	302	302	302		086	297	279	288	299	302	*
BC14	266	272	277	280	279	291	298	303	303	303	304	310		301	288	289	300	303	*
OP2	242	247	259	261	259	283	281	304	304	305	342	117	121		218	296	300	304	*
OP4	246	254	267	270	269	294	293	309	311	315	022	099	108	038		289	311	307	*
Craig	*	*	117	115	115	107	108	082	092	098	105	108	109	106	127		101	052	*
PW3	192	180	199	190	185	197	187	308	311	122	117	119	120	120	131	281		305	136
BCE10	*	140	142	139	138	132	132	112	122	123	123	122	123	123	127	232	125		*
CHU 26			334	330	329	325	324	*	*	*	*	*	*	*	*	*	*	*	*

Additional bearings and distances. NOTE Only racing leg marks to and from are listed.

* Un-Navigable course line

NPSA Mark Locations

Mark	Latitude	Longitude
PW14	N39 12.600'	W076 27.500'
PW12	N39 12.538'	W076 27.494'
JASPT	N39 12.266'	W076 27.750'
ORB2	N39 12.148'	W076 27.370'
PW8	N39 12.050'	W076 27.539'
PW7	N39 12.060'	W076 27.624'
PW6	N39 11.645'	W076 27.478'
PW5	N39 11.684'	W076 27.553'
PW3	N39 11.317'	W076 27.517'
BC2B	N39 10.713'	W076 25.952'
BC4	N39 10.943'	W076 26.664'
BC6	N39 11.154'	W076 27.332'
BC8	N39 11.599'	W076 28.807'
BC9	N39 11.450'	W076 28.925'
BC11	N39 11.700'	W076 29.683'
BC12	N39 11.850'	W076 29.646'
BC14	N39 12.000'	W076 30.003'
OP2	N39 11.680'	W076 28.864'
OP4	N39 11.875'	W076 28.736'
Craighill	N39 11.316'	W076 23.670'
BCE10	N39 10.358'	W076 24.750'
CHU23	N39 09.317'	W076 25.133'
CHU25	N39 10.200'	W076 25.767'
CHU26	N39 10.283'	W076 25.617'
A	N39 09.75'	W076 27.0'
B	N39 10.08'	W076 27.5'
Race Committee does not take responsibility for errors.		

NPSA Race Courses – Spinnaker (White) and Non-Spinnaker (Blue) Classes

	Wind	Class	Course Marks	Rounding	Distance
A	N	Spin	START - PW12 - BC4 - PW12 - BC4 - FINISH	Starboard	6.95
	N	Non-Spin	START - PW12 - BC6 - PW12 - BC6 - FINISH	Starboard	5.90
B	N	Spin	START - PW12 – BC2B - FINISH	Starboard	4.57
	N	Non-Spin	START - PW12 - BC4 - FINISH	Starboard	3.53
C	N	Spin	START - PW12 – BC4 – BC6 - FINISH	Starboard	3.70
	N	Non-Spin	START - PW12 – BC4 – BC6 - FINISH	Starboard	3.70
D	N	Spin	START - PW12 – BC6 - PW12 - BC4 - FINISH	Starboard	6.29
	N	Non-Spin	START - PW12 - BC6 - PW12 – BC4 - FINISH	Starboard	6.29
E	N	Spin	START - PW12 – PW6 - PW12 – PW6 - FINISH	Starboard	5.15
	N	Non-Spin	START - PW12 – PW6 - PW12 – PW6 - FINISH	Starboard	5.15
F	E	Spin	START – CRAIG HILL LIGHT – FINISH	Starboard	6.00
	E	Non-Spin	START – CRAIG HILL LIGHT – FINISH	Starboard	6.00
G	E	Spin	START – BC6 – BC8 – PW5 (PORT) – OP4 - FINISH	Starboard	5.01
	E	Non-Spin	START – BC6 – BC8 – PW5 (PORT) – OP4 - FINISH	Starboard	5.01
H	E	Spin	START – PW6 – BC14 – PW8 (PORT) – FINISH	Starboard	4.31
	E	Non-Spin	START – PW6 – BC14 – PW8 (PORT) – FINISH	Starboard	4.31
I	SE	Spin	START – BC2B – BC14 - FINISH	Starboard	6.85
	SE	Non-Spin	START – BC4 – BC14 - FINISH	Starboard	5.70
J	SE	Spin	START – CHU26 – PW12 - FINISH	Port	5.84
	SE	Non-Spin	START – BC2B – PW12 - FINISH	Port	4.59
K	SE	Spin	(START PW12) – BC4 - FINISH	Port	3.44
	SE	Non-Spin	(START PW12) – BC4 - FINISH	Port	3.44
L	S	Spin	START – BC4 – PW12 – BC4 - PW12 - FINISH	Port	6.95
	S	Non-Spin	START – BC6 – PW12 – BC6 - PW12 - FINISH	Port	5.57
M	S	Spin	START – BC6 – PW6 (PORT) – BC14 – PW12 - FINISH	Starboard	6.23
	S	Non-Spin	START – BC6 – PW6 (PORT) – BC12 – PW12 - FINISH	Starboard	5.51
N	S	Spin	START – BC4 – BC6 – PW12 - FINISH	Starboard	3.74
	S	Non-Spin	START – BC4 – BC6 – PW12 - FINISH	Starboard	3.74
O	S	Spin	START – BC6 – BC2B – FINISH PW12	Port	5.19
	S	Non-Spin	START – BC6 – BC8 – FINISH PW12	Starboard	4.02
P	S	Spin	START – BC6 – CHU26 – (FINISH PW12)	Port	5.95
	S	Non-Spin	START – PW3 – BC4 – (FINISH PW12)	Port	4.73
Q	S	Spin	START – BC6 – BC4 – (FINISH PW12)	Port	3.68
	S	Non-Spin	START – PW3 – BC8 – OP2 – (FINISH PW12)	Starboard	3.72
R	W	Spin	START – BC12 – BC4 - FINISH	Port	5.59
	W	Non-Spin	START – BC8 – BC4 - FINISH	Port	4.12
S	W	Spin	START – BC14 – BC4 – PW12 - FINISH	Port	6.92
	W	Non-Spin	START – BC12 – BC4 – PW12 - FINISH	Port	6.35
T	W	Spin	START – BC14 – PW6 (PORT) - FINISH	Starboard	4.31
	W	Non-Spin	START – BC14 – PW6 (PORT) - FINISH	Starboard	4.31
Z	TBA	TBA	TBA	TBA	TBA

NPSA Race Courses – Spinnaker (White) Windward / Leeward

Note: [x] will be a number of 1 – 3. The number identifies the number of circuits each boat is to complete around the course. A circuit is defined as a windward leg and a downwind leg.

Course	Wind	Class	Course Description	Rounding	Distance
SA[x]	SE	Spin	Upwind Rounding (BC4), Downwind Rounding (PW8) Heading for Upwind (159 degrees magnetic)	Port	1.3 nm per leg
SB[x]	S	Spin	Upwind Rounding (BC6), Downwind Rounding (PW8) Heading for Upwind (186 degrees magnetic)	Port	0.91 nm per leg
SC[x]	S	Spin	Upwind Rounding (BC6), Downwind Rounding (PW12) Note: Start (PW8) is not a downwind rounding mark Heading for Upwind (181 degrees magnetic)	Port	1.39 nm per leg
SD[x]	N	Spin	Upwind Rounding (PW12), Downwind Rounding (BC6) Note: Start (PW8) is not a downwind rounding mark Heading for Upwind (001 degrees magnetic)	Port	1.39 nm per leg
SE[x]	W	Spin	Upwind Rounding (OP2), Downwind Rounding (PW8) Heading for Upwind (261 degrees magnetic)	Port	1.09 nm per leg
SF[x]	W	Spin	Upwind Rounding (BC12), Downwind Rounding (PW8) Heading for Upwind (274 degrees magnetic)	Port	1.65 nm per leg



