



2022 Bayview One Design Regatta

Organizing Authority: Bayview Yacht Club

Hosted by Bayview Yacht Club ('BYC')

June 3 – 5, 2022

The notation '[DP]' in a rule in the SIs means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification.

The notation '[NP]' in a rule in the SIs means that instruction is not grounds for protest or a request for redress by a boat. This changes RRS 60.1.

1. RULES

- 1.1 The regatta is governed by the rules as defined in *The Racing Rules of Sailing* ('RRS').
- 1.2 In accordance with the U.S. Sailing prescription to RRS 88.2, RRS 61.4 (a U.S. Sailing prescription), Appendix R, and the U.S. Sailing prescriptions to RRS 60.3, 67, 70.5(a) and 76.1 will apply at all times. Appendix V1 and V2 will apply as provided in SI 15. No other prescriptions will apply.

2. NOTICES TO COMPETITORS AND INFORMATION MEETINGS.

- 2.1 Notices to competitors shall be posted on the official notice board located on Yachtscoring.com - <https://yachtscoring.com/emenu.cfm?eID=14857>. An unofficial notice board will be maintained at BYC in the Mackinac Room.
- 2.2 There will be a competitors meeting for all classes on Thursday, June 2, 2022 at 1800 hours. The meeting location will be posted on the official notice board.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions shall be posted not less than 90 minutes 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 or by the protest time limit for the affected course(s), whichever is later, on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals ashore will be displayed from the flagpole on the south lawn (river side) of BYC. Signals ashore flown above a course circle flag (Alpha, Bravo, Charlie) apply to that course circle only. Signals ashore without a course circle flag apply to all course circles. If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the three circles' VHF radio channels between 0830 and 0900 hours EDT. Refer to S.I. 22.2.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in race signal AP. *This changes RRS Race Signals.*



5. SCHEDULE OF RACES

- 5.1 Friday, June 3: B Circle – J-120s, J-111s, J-35s; C Circle - Express 27s, Melges 24s, T-10s
- 5.2 Saturday and Sunday, June 4-5: All boats.
- 5.3 The scheduled time of the warning signal for the first race of each day is 1000 hours.
- 5.4 The race committee will attempt to run as many races per day as weather conditions permit. There is no maximum number of races.
- 5.5 On the last scheduled day of racing, no warning signal will be made after 1400 hours.
- 5.6 Flag A displayed with no sound while boats are finishing means “No more racing today”.

6. CLASS FLAGS AND COURSE ASSIGNMENTS

Refer to **Attachment A** for a description of the class flags and the classes assigned to each racing area.

7. RACING AREAS

Refer to **Attachment B** for a chart of the racing areas.

The center of each racing area/circle is located in Lake St. Clair as follows:

Circle A: Approximately 4.0 nm from the Peche Island Range Rear Light (F 115 ft PA) on a compass heading of 044°.

Circle B: Approximately 4.6 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.

Circle C: Approximately 2.5 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.

The Peche Island Range Rear Light is in lower Lake St. Clair, approximately 1.5 nm upstream from Bayview Yacht Club and is visible from the lawn in front of the clubhouse in normal conditions. Crews are cautioned to allow adequate time to reach the appropriate racing areas in prevailing conditions for the first scheduled warning signal each day.

8. THE COURSES

- 8.1 The diagrams in **Attachment C** show the courses (including the course designation number), the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 The race committee 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.
- 8.3 The race committee 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.

9. MARKS

- 9.1 Marks 1, (1L, 1S – A course only) and 2S and 2P (the gate) shall be **orange** inflatable tetrahedrons.
- 9.2 The offset mark shall be an **orange, white or red** “hippity-hop” style buoy.



- 9.3 New marks, as provided in S.I. 12, shall be **yellow** inflatable tetrahedrons.
- 9.4 The starting and finishing marks shall be inflatable marks distinct from the rounding marks.

10. AREAS THAT ARE OBSTRUCTIONS

- 10.1 The Grosse Pointe water intake crib east of Crescent Sail Yacht Club ('CSYC') (refer to NOAA Chart 14850).
- 10.2 Competitors are cautioned not to sail closer than 100 yards to the Peche Island Range Rear Light or between the Peche Island Range Rear Light and Peche Island at any time (refer to NOAA Chart 14850).
- 10.3 Commercial ships transiting the St. Clair Ship Channel are severely limited in their maneuverability. A boat shall not interfere with a commercial vessel in the St. Clair Ship Channel [DP].

11. THE START

- 11.1 The starting line shall be between a staff displaying an orange flag on the signal boat and the course side of the mark as described in SI 9.4.
- 11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races [DP].
- 11.3 A boat starting later than 5 minutes after her starting signal shall be scored Did Not Start without a hearing. *This changes rules A5.1 and A5.2.*
- 11.4 If any part of a boat's hull, crew, or equipment is on the course side of the starting line at her starting signal and she is identified, the Race Committee will attempt to broadcast her sail number on the assigned Racing Area/Circle VHF channel. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. *This changes RRS 62.1(a).*
- 11.5 After the first race of the day, it is the intention of the race committee to start subsequent races as soon as practicable after the last boat of each class finishes the previous race.

12. CHANGE OF THE NEXT LEG OF THE COURSE/DURING A SERIES OF STARTS

- 12.1 If there is a significant wind shift during a series of starting sequences, the race committee may signal a change of course for a class not started as follows: Flag C will be displayed at or before the warning signal for that class with multiple sounds. The magnetic bearing of the new weather mark will be displayed. The new Mark 1 will be **yellow**, but after a second change during the race, the changed mark will be **orange**. Flag C will continue to be displayed to each class for which the **yellow** Mark 1 applies.
- 12.2 To change the position of the next mark during a race, the race committee shall lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it shall be replaced by an original mark.

13. THE FINISH

- 13.1 The finishing line shall be between a staff displaying a blue flag on the signal boat and the course side of the mark described in S.I. 9.4.



- 13.2 For a downwind finish, the finishing mark will be on the race committee signal boat's starboard side. For an upwind finish, the finishing mark will be on the RC signal boat's port side. Refer to the diagrams in **Attachment C**.

14 TIME LIMITS

- 14.1 The time limit for each race on all circles is ninety (90) minutes.
- 14.2 If no boat has passed Mark 1 (the initial windward mark) within thirty (30) minutes, the race shall be abandoned.
- 14.3 Boats failing to finish within 30 minutes after the first boat sails the course and finishes shall be scored Time Limit Expired ('TLE') without a hearing (See S.I. 17.4). *This changes RRS 35, A5.1, A5.2, and A10.*

15 ALTERNATIVE PENALTIES

- 15.1 RRS Appendix V2 will apply to all classes except the J-120 class and the Cal 25 class.
- 15.2 RRS Appendix V1 (a U.S. Sailing Prescription) shall apply for the J-120 and Cal 25 classes only.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms will be available: 1) online through the Owner's Corner portion of your 2022 BYC Bayview One Design Regatta registration and 2) at the protest desk located near the Sailing Center Room on the second floor of BYC.
- 16.2 Protests and requests for redress or reopening shall be delivered: 1) online, automatically to the Chief Judge, or 2) physical hard copies to the Jury Secretary, all within the appropriate time limit.
- 16.3 For each class, the protest time limit is 75 minutes after the docking of the race committee signal boat for the racing circle of the protesting boat or 75 minutes after the race committee signals "No more racing today", whichever is later.
- 16.4 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.
- 16.5 Notices of protests by the race committee, technical committee, or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.6 If the race committee posts a list of boats scored OCS, ZFP, UFD, or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. *This changes RRS 62.2.*

17 SCORING

- 17.2 Handicap classes will be scored Time-on-Time ('TOT').
- 17.3 One (1) race shall constitute a series
- 17.4 In accordance with RRS A2, each boat's series score shall be the total of her race scores with no scores excluded.



17.5 Boats scored TLE will receive points equal to the number of boats finishing within the finishing window (See S.I. 14.3), plus 2 points. *This changes RRS 35, A5.1, A5.2 and A10.*

18 SAFETY REGULATIONS[DP][NP]

18.1 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 signal boat on starboard tack and hail their sail numbers to check in.

18.2 A boat that retires from a race shall notify the race committee as soon as possible.

19 REPLACEMENT OF CREW OR EQUIPMENT [DP][NP]

19.1 Substitution of competitors beyond the final entry list shall not be allowed without prior written approval of the race committee.

19.2 Substitution of damaged or lost equipment shall not be allowed unless authorized by the race committee. Request for substitution shall be made to the race committee at the first reasonable opportunity.

20 EQUIPMENT AND MEASUREMENT CHECKS [CP][NP]

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a member of the technical committee to proceed immediately to a designated area for inspection.

21 HAUL OUT RESTRICTIONS

Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee. [DP]

22 RADIO COMMUNICATION [DP][NP]

22.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]

22.2 Assigned VHF Channels:

Circle A: Channel 72

Circle B: Channel 68

Circle C: Channel 71

22.3 An unofficial designated observer may report all visual signals displayed by the race committee on the VHF channel for each circle. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitor's responsibility to observe the race committee's visual signals, which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be grounds for redress. *This changes RRS 62.1(a).*

23 AWARDS

23.1 Daily awards will be presented to the top three boats in each class.



- 23.2 Series prizes will be awarded to the top three boats in each class.
- 23.3 The Bayview One Design Regatta Perpetual Trophy will be awarded to the boat that, in the opinion of the Organizing Authority, had the best overall performance during the 2022 Bayview One Design Regatta.

24 MEDIA & TELEVISION

Competitors give absolute right and permission for any photograph and video footage taken of themselves, or the yacht they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

25 RISK STATEMENT

RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**



Danielle DeLuca-Pytell, MD
*Your Girlfriend (and Sailor!)
 the Plastic Surgeon*

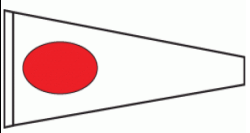

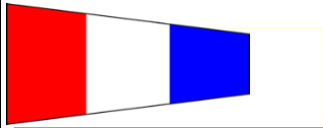
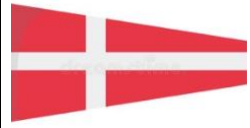
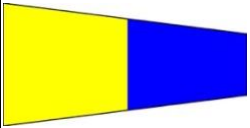


BAYVIEW
ONE DESIGN
DETROIT



ATTACHMENT A

CLASS FLAGS AND COURSE ASSIGNMENTS

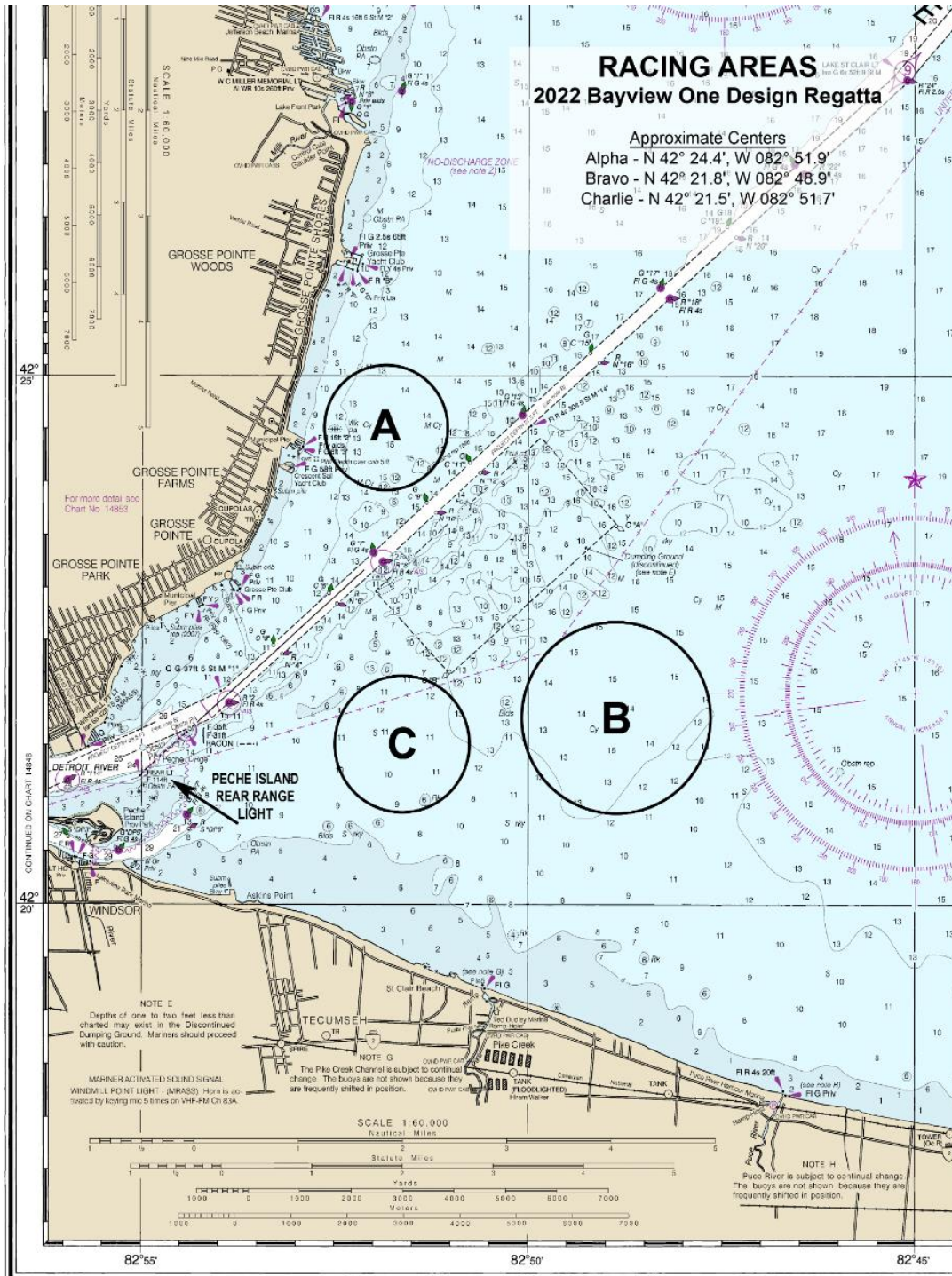
| | A | B | C |
|---|----------------------------|---------------------------|-------------------------------|
| | Circle | Circle | Circle |
|  | Stars | J-120 | Melges 24 |
|  | Viper 640 | J-35 | T-10 |
|  | Crescent | J-111 | Express 27 |
|  | Finns | MWPHRF A | C & C 35 |
|  | Sunfish | Warhorse | Cal 25 |



BAYVIEW
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Attachment B





Attachment C

Courses 4 and 6 (Not to Scale)

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

Course 6: START – 1 – 1a – 2P/2S – 1 – 1a – 2P/2S – 1 – 1a – FINISH
(3 laps / 6 legs, downwind finish)

Mark 2 may be either a gate or a single mark left to port



COURSE 3 and 5 DIAGRAM and ROUNDING ORDER (N)

Course 3: START – 1 – Offset – 2P/2S – FINISH
(1 ½ laps / 3 legs, upwind finish)

Course 5: START – 1 – Offset – 2P/2S – 1 – Offset – 2F
(2 ½ laps / 5 legs, upwind finish)

Mark 2 may be either a gate or a single mark

