



Bayview Yacht Club
"established 1915"



~ SAILING INSTRUCTIONS ~

History

The North Channel Race was conceived after some good clean fun at the Bayview Yacht Club bar when Joe Matte and Irv Jorgenson, the owners of Cyrene (C-50), challenged Jack Briner, the owner of Caprice (C-64), to a match race from Bayview, up the North Channel, around Russell Island Buoy and back to finish in front of Bayview. An invitation to the other C boats was sent and two other boats participated, Ed Flintermann's Deodar (C-57) and Morrill Dunn's Cayuse II (C-59). The four competitors anchored at the starting line, off the Peche Island Range Front Light, with sails furled and crews waiting below deck. Shortly after midnight the morning of Saturday, June 15, 1940, the sound and flash of the starting cannon released the competitors to start the first North Channel Race.

Although the North Channel Race was the property of and managed by the C-Class Association, eligible boats for the second race included L Boats, as well as C Boats. They raced without time allowance, as a fleet for prize flags in each class and also for the first boat to finish overall. In 1947, the Morrill Dunn Trophy was created and awarded to the first-to-finish in the starting fleet. By 1947, there were four classes of boats racing.

By 1951, the race had grown and the C-Class Association realized that the Association was no longer equal to the task of sponsoring and managing the race. The Deed of Gift of the North Channel Race was offered to and accepted by Bayview Yacht Club. The intent of the race has been preserved. It remains primarily a contest of one-design daysailing boats of 30 feet or less. The Race Committee has opened the race to PHRF rated boats of 30 feet or less, but they are not eligible for the Morrill Dunn or Richard C. Hill Trophies.

Should other classes wish to compete, they may do so by application to the Race Committee of Bayview Yacht Club. Such a request is subject to acceptance or rejection, and the decision rests entirely with the Race Committee of Bayview Yacht Club.

82ND ANNUAL NORTH CHANNEL RACE

Commodore Dean Balcirak Memorial 53.5 Nautical Miles

Saturday, October 1, 2022

1. RULES –

- 1.1 The North Channel Race shall be governed by the "rules" as defined in the current Racing Rules of Sailing 2021–2024 except as may be changed by the Sailing Instructions.
- 1.2 The only US Sailing prescriptions that apply are 61.4 and 76.1.
- 1.3 Mooring to the shore and other objects during the race is permitted. This changes RRS 45.

2. EQUIPMENT – Boats must carry all equipment required by the United States Coast Guard. All boats must be equipped with a VHF radio (handheld permitted) capable of receiving and transmitting on channels 16 and 72.

3. RUNNING LIGHTS – Running lights shall be displayed as required by applicable government regulations.

4. IDENTIFICATION – Boats shall carry proper sail numbers on mainsails, spinnakers, and any sails that attach to the headstay and have a luff perpendicular exceeding 130% of the base of the foretriangle. A boat's finish will not be taken if any such sails do not carry the proper sail numbers or carry the same sail numbers as another boat in its class, unless the Race Committee is notified before the start.

5. CREW – Except as provided in an application class rule, the number of crew on a boat is not limited.

6. REGISTRATION AND CHECK IN – Competing boats are required to register at www.yachtscore.com or submit entry forms to Bayview Yacht Club. Competing boats shall "check in" with the Race Committee before the warning signal.

7. STARTING LINE – The Starting Line shall be between the flagpole on the dock at of the Grosse Pointe Club and an orange buoy approximately 300 feet east of the Grosse Pointe Club east seawall.

8. COURSE – The course shall be from the Starting Line northeasterly to buoy R "2NC" FIR 4s at the entrance to the North Channel of the St. Clair River. Buoy R "2NC" shall be left to starboard. All red buoys between buoy R "2NC" and Decker's Landing shall be left to starboard and all green buoys shall be left to port. Proceed up the North Channel to its junction with the South Channel north of Russell Island. The junction buoy GR Fl (2+1) G off the north end of Russell Island shall be left to starboard, then proceed downbound in the South Channel, avoiding the St. Clair Cutoff and reentering Lake St. Clair through the St. Clair Flats Canal, then to the Detroit River and the finish line. The Peche Island Range Lights are marks of the course and shall be left to port. Boats should give both Peche Island Range Lights ample room because of unmarked underwater obstructions.

9. INTERFERENCE WITH SHIPPING – When crossing the shipping channel (see U.S. Chart #14850), boats are forbidden to interfere with major ships. No restriction is placed on the use of the water by other parties. Competitors therefore shall adhere to USCG Rule 18, which reads in part "(b) a sailing vessel underway shall keep out of the way... (ii) a vessel restricted in her ability to maneuver.

~FLAG OFFICERS~

COMMODORE	LYNN KOTWICKI
VICE COMMODORE	PAUL HULSEY
REAR COMMODORE	MIKE HELM
GOVERNOR	DR. TOM KOPP
GOVERNOR	ROBERT NUTTER
GOVERNOR	PAUL FALCONE
GOVERNOR	STEVE YOUNG
SECRETARY	SANDRA SVOBODA
TREASURER	TRISH KIRKMAN
FLEET CAPTAIN	RICK TITSWORTH
FLEET MEASURER	COM. KARL KUSPA
FLEET SURGEON	DR. DANIELLE DELUCA PYTELL
REGATTA DIRECTOR	LAURIE BUNN
MEMBERSHIP	JIM BAUBIE

~REGATTA COMMITTEE & RACE MANAGEMENT TEAM~

RACE CHAIRMAN	COM. RYAN FARRELL
START	MICAELA REARDON
FINISH/SCORING	MEGAN FARRELL
CHIEF JUDGE	LANCE SMOTHERMAN

**Man and Boy
The North Channel Race
is his pride and joy.**

Poem by Robert Roadstrum

Fifty years is a long, long time –
To count the ways to win this race.
To know the course...to set the pace -
Run aground...push off...and then -
“Starboard tack!” ...you’re aground again.

In that swift current...drop your anchor
fast - They’re backing up...they’re flying
past. Things look great...you’re now
ahead -

It’s the North Channel thing - It can be
said.

It takes its toll on any man - Who wants to
win as best he can.

At Decker’s Landing, the Ferry Piers, or
Pointe du Chene - Skinning the docks is
part of the game.

Knocking down fish rods, in the dew or
rain - Beating the current...it’s all the
same.

It’s that time of year when the weather’s
fickle

- Could be burstin’ rain or just a tickle -
Blow hard, blow soft, you’ll freeze your tit -
But it’s in your blood...and don’t care a bit.

10. STARTING TIMES – Races will be started using RRS 26, The warning signal for the first class will be made at 0800. PHRF 1 and PHRF 2 will be scored as one class if either class has fewer 3 starters.

START / CLASS	FLAG	RATING
1 / Cal 25	Class Logo	225
2 / Crescent	#2	219
3 / Nonsuch 30	#3	180
4 / Express 27	#4	138
5 / PHRF 2	#5	129 and >
6 / PHRF 1	#6	< 129
7 / Multihull	#7	All

11. FINISHING LINE – The Finish Line shall be between the staff displaying an orange flag on the balcony of Bayview Yacht Club and an orange inflatable buoy with a white strobe light approximately 300 yards from shore. **Sails should be kept up well after finishing to ensure proper identification.**

12. TIME LIMIT – There is no time limit for this race. The Race Committee shall be on station at the finish line until all boats have finished or until 0600 hours on Sunday, October 02, 2022, whichever comes first. Boats finishing after 0600 hours on Sunday shall record their own finish time and report it to the Race Committee at 313-822-9595 or 313-822-1853 during normal business hours.

13. BOATS RETIRING – Boats retiring from the race shall inform the Race Committee as soon as possible by telephoning the Race Committee at 313-822-9595.

14. RADIO MONITORING – Boats shall monitor VHF Channel 72 from the warning signal for the first class until after they have started, and then, monitor VHF Channel 16 until finished or retired. The Race Committee will monitor VHF Channel 72.

15. VISUAL SIGNALS – Any flag referred to in these Sailing Instructions may be replaced by a cylindrical shape that resembles the flag it replaces.

16. PROTESTS – Hearing request forms shall be delivered by email to protests@drya.org no later than 1900 hours on the day of the regatta or two hours after the last boat in the protesting boat’s class finishes or retires, whichever is later. Fill-in forms and filing instructions are available at <http://drya.org>. Protest forms are also available at Bayview Yacht Club and can be submitted to the Organizing Authority upstairs at the finishline station. Protests will be heard at Bayview Yacht Club, 100 Clairpointe, Detroit, MI beginning at 7:30 pm on the Monday after the race.

17. AWARDS – Awards will be presented at the Long Distance Race / North Channel Race Awards Ceremony at Bayview Yacht Club on a date to be scheduled. Skippers and crew are welcome to enjoy dinner at Bayview Yacht Club prior to the Awards Ceremony.

BYC North Channel ELAPSED TIME RECORDS

Grosse Pointe Club Starting Line				Grosse Pointe Yacht Club Starting Line					
Year	Boat	Class	Skipper	Time	Year	Boat	Class	Skipper	Time
2004	Gone	Etchells	Glenn Burton	7:46:25	1993	Coyote	Etchells	Griffin/Baun	7:56:39
2004	Dynamo Hum	PHRF	Paul Hulsey	7:39:50	1995	Legacy	C&C 35	Shefferly/Hedges/Shenstone	7:45:31
2004	Draco	Cal 25	B. Shenstone	9:14:31	1993	Weather	Edge	Express 27	8:02:28
1987	Das Boot	Crescent	Harold Kolter	9:19:12	1995	Dog Pound	Morgan 27	Hazebrook/Dennis	8:21:53
2004	Das Boot	Express 27	Harold Kolter	8:17:36	1995	Sizzle	J/24	Schudel	8:35:14
2004	Regardless	C&C 35	Dan Padilla	8:07:54	1995	Ballyhara	PHRF	Lemons	8:14:54
2009	Rum Blur	Melges 24	Bora Gulari	8:01:31	1993	Das Boot	Crescent	Kolter	8:41:43
					1995	Annie Mayme	Cal 25	Schrieber	8:50:22