



June 2 - 4, 2017

*Bayview Yacht Club
Lake St. Clair
Detroit, Michigan*

**2017 Bayview One Design
Sailing Instructions**



Sailing Instructions

1. RULES

- 1.1 The regatta shall be governed by the rules as defined in the 2017-2020 Racing Rules of Sailing (RRS). RRS 44.1 is amended for one or more classes as stated in sailing instruction 17A.
- 1.2 No national prescriptions will apply except the prescriptions of the United States Sailing Association (US Sailing) listed in Attachment A.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Regatta Notice Board online at Yacht Scoring (https://yachtscoring.com/notice_board_summary.cfm).

3. CHANGES IN SAILING INSTRUCTIONS

- 3.1 Any change in the Sailing Instructions (SIs) will be posted before 0800 hours EDT on the day it will take effect except that any change in the schedule of races will be posted before 2000 hours EDT on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals ashore will be displayed from a flagpole on the balcony near the south end of the BYC Harbormaster's building (north of the clubhouse). If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the five Circles' VHF channels between 0830 and 0900 hours EDT. See SI 23 (Courtesy Broadcasts).
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in the race signal AP.

5. SCHEDULE OF RACES

- 5.1 Racing will be held on Friday, Saturday & Sunday, June 2-4, 2017 for the one design classes and on Saturday and Sunday, June 3-4, 2017 for the PHRF, Turbo, Viper, Star, C&C 35 Mark 1, and Lightning classes.
- 5.2 It is the intention of the Race Committee to conduct as many races as practical on each day of racing.
- 5.3 The scheduled time for the warning signal for the race each day on Circles A, B, C and E is 1000 hours EDT.
- 5.4 The scheduled time for the warning signal for the race each day on Circle D is 1100 hours EDT.
- 5.5 No warning signal shall be made after 1400 hours EDT on the last day of racing, Sunday, June 4, 2017.
- 5.6 Flag A displayed, with no sound, while boats are finishing means 'No more racing today'.

6. CIRCLES, CLASS FLAGS AND STARTING SEQUENCE

- 6.1 Circles A, B, C and E will be posted on the Official Regatta Notice Board. See Attachment B.
- 6.2 Class flags and starting sequences will be posted on the Official Regatta Notice Board and will be available at registration.

7. RACING AREAS

7.1 The Circle A, B, C and E racing areas are located in Lake St. Clair. The Circle D racing area is located in the Detroit River in the vicinity of Bayview Yacht Club. The centers of Circles A, B C and E will be located as follows:

Circle A: 42°23.750' N, 082°52.381' W, which is approximately 3.2 nm from the Peche Island Range Rear Light (F 114 ft PA) on a compass heading of 045°. The radius of Circle A is 0.50 nautical miles.

Circle B: 42°22.200' N, 082°47.664' W, which is approximately 5.5 nm from the Peche Island Range Rear Light (F 114 ft PA) on a compass heading of 087°. The radius of Circle B is 1.15 nautical miles.

Circle C: 42°21.533' N, 082°51.671' W, which is approximately 2.5 nm from the Peche Island Range Rear Light (F 114 ft PA) on a compass heading of 090°. The radius of Circle C is 0.65 nautical miles.

Circle E: 42°25.000' N, 082°51.599' W, which is approximately 4.6 nm from the Peche Island Range Rear Light (F 114 ft PA) on a compass heading of 041°. The radius of Circle E is 0.60 nautical miles.

7.2 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. 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 the Lake St. Clair Chart (14850). 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. COURSES

8.1 The course designation and the approximate compass bearing and approximate distance from the starting line to Mark 1 shall be displayed from the Race Committee signal boat on course boards.

8.2 All turning marks shall be left to port except gates.

8.3 For Circles A, B, C and E, an offset mark (inflated orange “hip-hop”) shall be used and will be rounded to port after first rounding Mark 1. It will be approximately 75 yards from Mark 1 at approximately a 90-degree angle. There will be no offset mark for the Turbo class.

8.4 Mark 2 may be a gate. In the event that one of the gate marks is not in place, boats shall round the existing Mark 2 to port.

9. MARKS

9.1 Marks 1 and 2 will be orange inflated marks. New marks, when used in accordance with SI 4 (Change of Course After the Start), will be yellow inflated marks. The starting and finishing marks also will be inflated marks.

10. CHECK IN

10.1 Before the first warning signal of each day, all boats shall sail past the stern of the signal boat on starboard tack and check in by hailing their bow number (sail numbers if no bow number). They shall continue to do so until their bow (sail) number is orally acknowledged by the Race Committee.

10.2 Boats that do not check in according to SI 10.1 are subject to protest by the Race Committee. When the protest committee decides that a boat broke SI 10.1, the boat will be given a scoring penalty in her first race of that day equal to 20% of the number of boats entered in her class, calculated as provided in RRS 44.3(c).

11. THE START

11.1 The starting line will be between a staff displaying an orange flag or shape on the Race Committee Signal Boat on the starboard end, and the course side of the port end starting mark and will be located leeward of Mark 2.

11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

- 11.3 A boat starting later than five minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.
- 11.4 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. INDIVIDUAL RECALLS

- 12.1 The Race Committee may attempt to hail any boat recalled on the appropriate Circle VHF channel designated in SI 23 (Courtesy Broadcasts). Failure to transmit or receive such notification and the order in which recalls are announced will not be grounds for redress. This changes RRS 62.1(a).

13. RETIRING FROM A RACE

- 13.1 Boats retiring from a race shall inform the Race Committee as soon as possible either by hail or on the appropriate VHF channel designated in SI 23 (Courtesy Broadcasts).

14. CHANGE OF COURSE AFTER THE START

- 14.1 To change the next leg of the course, the Race Committee will 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 will be replaced by an original mark.

15. CHANGE OF COURSE BETWEEN STARTS

- 15.1 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 as follows: A postponement may be signaled to allow the Race Committee to reset the line. Flag C will be displayed. The magnetic bearing of the new weather mark will be displayed and attention to the change of course will be made by short sound signals. 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.

16. THE FINISH

- 16.1 For Circles A, B, C and E, the finishing line will be between a staff displaying a blue flag or shape on a Race Committee boat and the course side of the nearby finishing mark. For Courses "3" and "5", the finishing line will be located approximately 100 yards to windward of Mark 1. For Courses "4" and "6", the finishing line shall be approximately 100 yards to leeward of Mark 2 (or the former location of Mark 2, if it has been removed) and the finishing mark will be placed on the side **opposite** the starting mark.
- 16.2 For Circle D, the finishing line will be between a staff displaying an orange flag or shape on a Race Committee boat and the course side of the nearby finishing mark. For Courses "3" and "5", the finishing line will be located approximately 100 yards to windward of Mark 1. For Courses "4" and "6", the finishing line shall be approximately 100 yards to leeward of Mark 2 (or the former location of Mark 2, if it has been removed).

17. TIME LIMITS

- 17.1 For Circles A, B, C and E, the time limit for the first boat in each class is 90 minutes.
- 17.2 For Circle D, the time limit for the first boat in each class is 40 minutes.
- 17.3 For Circles A, B, C and E, a boat failing to finish within 30 minutes after the first boat in her class sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. See SI 20.4. This changes RRS 35, A4 and A5.
- 17.4 For Circle D, a boat failing to finish within 20 minutes after the first boat in her class sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. See S.I. 20.4. This changes RRS 35, A4 and A5.

17A. PENALTY TURNS

- 17A.1 For the Cal 25 class, the J 70 class, the Lightning class, and the Melges 24 class only, the first three sentences of RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, she may take a Two-Turns Penalty when she may have broken a rule of Part 2 in the zone around a mark (other than starting mark)."

17A.2 The rest of RRS 44.1 is unchanged.

18. PROTESTS AND REQUESTS FOR REDRESS

- 18.1 Protest forms are available at the protest desk located in the Trophy Room at Bayview Yacht Club. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 18.2 For each class, the protest time limit is 90 minutes after the docking of the Race Committee Signal Boat for the Circle of the protesting boat.
- 18.3 The times of protest hearings and the parties involved will be posted on the Official Regatta Notice Board. This posting constitutes the notice required by RRS 63.2.
- 18.4 Breaches of SIs 10.1, 11.2, 13, 21 and 22 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 18.5 On the last scheduled day of racing, a request for reopening a hearing shall be delivered
 - (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 18.6 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 18.7 There will be an international jury constituted in compliance with RRS Appendix N, and there may be one or more other protest committees not so constituted. As provided in RRS 70.5, there will be no appeal from the decisions of the international jury. The Chairman of the international jury in his discretion may assign protests, requests for redress and reports received under RRS 69.2(a) to either the international jury or one of the other protest committees.

19. PROTEST ARBITRATION

- 19.1 RRS Appendix T applies. See Attachment A.

20. SCORING

- 20.1 PHRF and Warhorse classes will be scored Time-on-Time.
- 20.2 The Turbo class will be scored using ORR Time on Time (TOT) ratings utilizing the 50% windward / 50% leeward rating for downwind finishes and the 60% windward / 40% leeward rating for upwind finishes.
- 20.3 One race will constitute a series.
- 20.4 Each boat's total score shall be the sum of her scores for all races. This changes RRS A2.
- 20.5 Boats scored TLE will receive points equal to the number of boats finishing within the time limit (see SI 17), plus 2 points. This changes RRS 35 and A4.1 and A5.
- 20.6 Questions regarding scoring may be resolved by filing a Scoring Inquiry on a form available at the protest desk in the Trophy Room.

21. HAUL OUT RESTRICTIONS

- 21.1 For the One Design, PHRF and Turbo classes: all boats shall be afloat prior to 0900 hours EDT on the day of the first scheduled race and shall not be hauled during the regatta, except with written permission of the Race Committee Chairman. Dinghy classes will be allowed to haul out each day after racing.

22. RADIO COMMUNICATION

- 22.1 Except in an emergency, a boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

23. COURTESY BROADCASTS

- 23.1 An unofficial designated observer may report all visual signals displayed by the Race Committee over VHF Channel 72 for Circle A, VHF Channel 68 for Circle B, VHF Channel 71 for Circle C, VHF

Channel 78a for Circle E, and VHF Channel 69 for Circle D. 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).

24. PRIZES

- 24.1 Daily awards will be presented to the top three boats in each class.
- 24.2 Series prizes will be awarded to the top three boats in each class. If there are more than 15 boats in a class, series prizes also will be awarded for fourth and fifth places.
- 24.3 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 2016 Bayview One Design Regatta.

25. COMPETITORS' CONDUCT

- 25.1 The skipper shall be responsible for the conduct of the crew before, during and after racing.

26. MEDIA & TELEVISION

- 26.1 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.

ATTACHMENT A
Applicable US Sailing Prescriptions

61.4 *Fees for Protests and Requests for Redress*

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

After rule 67 add:

US Sailing prescribes that:

- (a) *A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- (b) *A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.*
- (c) *A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.*

After rule 70.5(a) add:

US Sailing prescribes that its approval is required. Go to ussailing.org/racingrules/documents and click the 'No Appeal' link for more information or to obtain approval.

After rule 76.1 add:

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, sexual orientation, or age.

APPENDIX T, SECTION D (ARBITRATION)

When Section D applies, a boat may take the applicable Post-Race Penalty in Section B¹ [of Appendix T] without participating in an arbitration hearing.

T5.1 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving a rule of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if the meeting is in progress, it will be closed.

T5.2 Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) *the protest is invalid,*

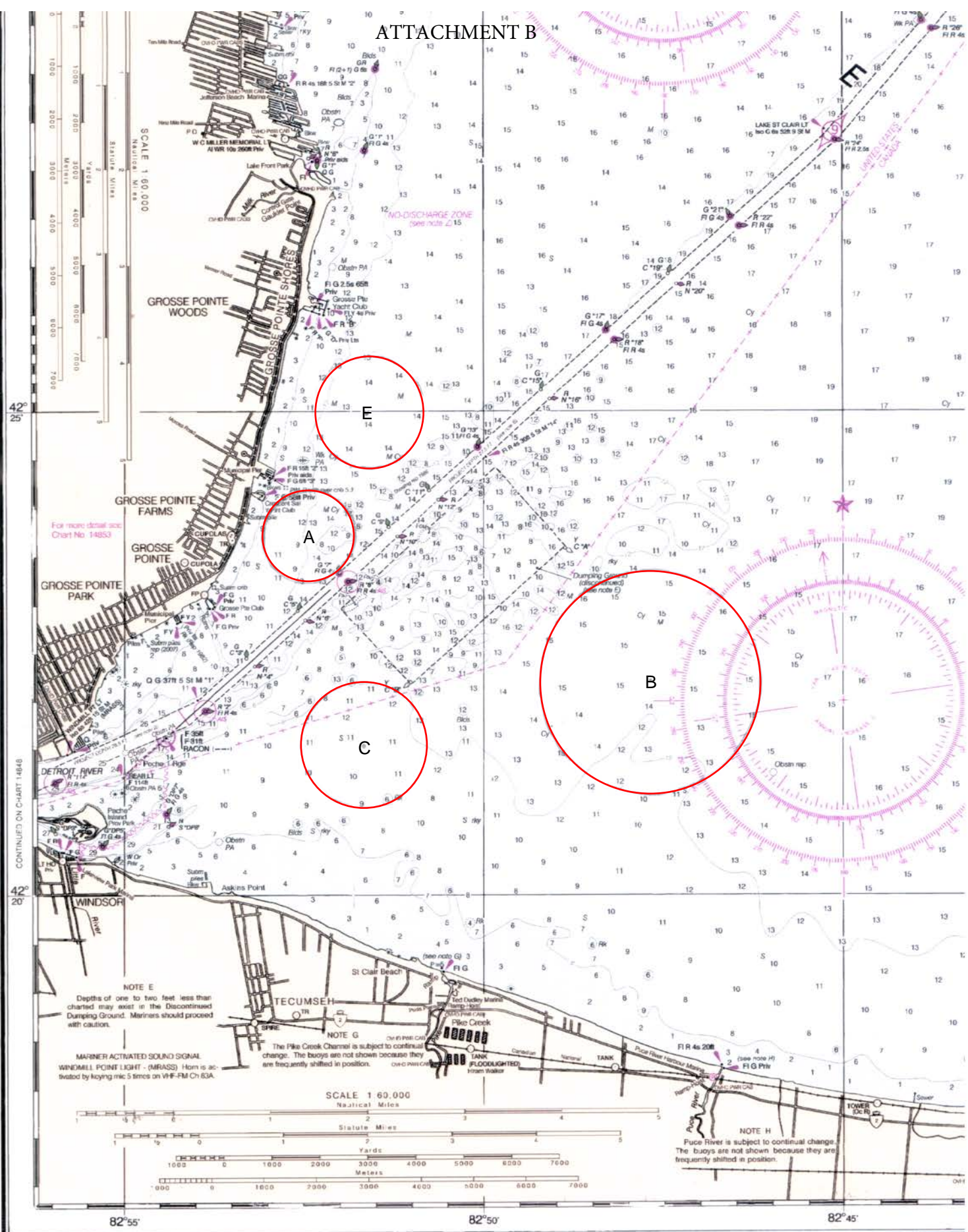
¹ Rule T2.2 in Section B of Appendix T provides that the Post-Race Penalty shall be (a) 20%, if taken before the protest time limit, or (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

(b) no boat will be penalized for breaking a rule, or

(c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T5.3 A boat that may have broken a rule may take a Post-Race Penalty as provided in Section B [of Appendix T]. However, the penalty in rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.

T5.4 If a boat asks to withdraw her protest, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.



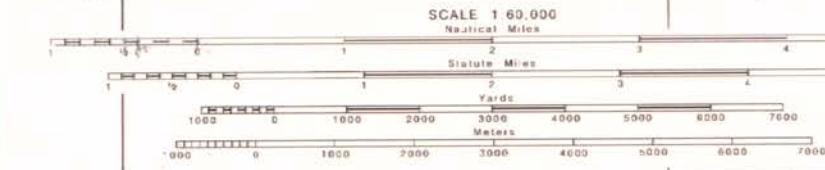
For more detail see Chart No. 14853

NOTE E
 Depths of one to two feet less than charted may exist in the Discontinued Dumping Ground. Mariners should proceed with caution.

MARINER ACTIVATED SOUND SIGNAL
 WINDMILL POINT LIGHT - (M-RASS) Horn is activated by keying mic 5 times on VHF-FM Ch. 63A.

NOTE G
 The Pike Creek Channel is subject to continual change. The buoys are not shown because they are frequently shifted in position.

NOTE H
 Puce River is subject to continual change. The buoys are not shown because they are frequently shifted in position.



14850

55th Ed., Aug. 2016. Last Correction: 4/7/2017. Cleared through:
 LNM: 1617 (4/18/2017), NM: 1717 (4/29/2017), CHS: 0317 (3/31/2017)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
 If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

CAUTION:

This chart has been corrected from the Hydrographic Survey (HS) published series by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by the U.S. Coast Guard in order to the dates shown in the lower left hand corner. Chart updates corrected from Hydrographic Survey publications after the dates shown in the lower left hand corner are available at www.navy.mil/navp/na/na.htm.

SOUNDINGS IN FEE
 THIS WATERPROOF SMALL FORMAT CHART IS NOT PRINTED TO FULL SCALE. NOT RECOMMENDED FOR NAVIGATION.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may at (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by I and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognit