



1st ANNUAL
BAYVIEW YACHT CLUB
24 Hours of Detroit
Endurance Race
June 4-5, 2021

SAILING INSTRUCTIONS

1. **RULES** – This Regatta shall be governed by the “rules” as defined in The Racing Rules of Sailing for 2021 – 2024 and applicable federal and state governmental laws and regulations, including but not limited to requirements for working running lights at night. The Organizing Authority for this Regatta is the Bayview Yacht Club (BYC). If there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall take precedence. This changes RRS 63.7.
2. **AGREEMENT TO ASSUME RISK** – In consideration of being permitted to enter this regatta and being fully knowledgeable of the risks of sailing as a competitive sport, all competitors, crew members, and guests aboard voluntarily assume all risks associated with participating in this regatta. The skipper must assure that all equipment required by the United States Coast Guard (USCG) is on board.
3. **SAFETY** – Boats must carry all equipment required by the United States Coast Guard. All sailors must wear a USCG approved PFD from one hour after sunset until one hour before sunrise while on deck.
4. **COMMUNICATIONS WITH COMPETITORS** – Notices to competitors will be posted on the Official Notice Board on the Yacht Scoring website. Notices to competitors during the race will be broadcast on VHF Channel 69 and posted to the regatta Facebook page at <https://fb.me/e/1prfrbU7t>.
5. **SCHEDULE** – The warning signal will be given at approx. 1754 on Friday, June 4, and the final lap will be signaled at approx. 1800 on Saturday, June 5. Registration will be open starting at 1300 on Friday, June 4 and will remain open until 1700 hrs. A skippers meeting will take place at 1700 on Friday, June 4.
6. **CHANGES IN SAILING INSTRUCTIONS** – Any change in the Sailing Instructions will be posted on the Official Notice Board before 1730 on June 4.
7. **START** – The start will be between an orange flag on the shore at Bayview Yacht Club and an orange tetrahedron anchored at a bearing of approx. 163 degrees magnetic approx.. 200m offshore (“Start/Finish Mark”). All competitors will start at approximately 1800 on June 4.
8. **COURSE** –Boats will sail from the start to Lake St. Clair G”1” (left to starboard), then proceed to G”1A” in the Detroit River (left to starboard); repeat. A “lap” will be complete when a boat crosses from west to east (upstream) an imaginary line extending out from the start/finish line. Except at the start and finish, boats may pass on either side of the Start/Finish Mark. After 24 hours have elapsed, a white flag signal will be given to indicate the boats are to complete their current lap to finish. As a backup if the Start/Finish Mark becomes dislodged during the race, laps will be recorded using the Peche Island RGR buoy as a reference until the Start/Finish mark can be replaced. Competitors are reminded that crossing the US-Canada border is prohibited.
9. **SCORING** – Boats will be scored using DRYA PHRF handicaps to determine boats’ corrected distance-on-time. For boats without a DRYA PHRF rating, a rating will be assigned by the OA.

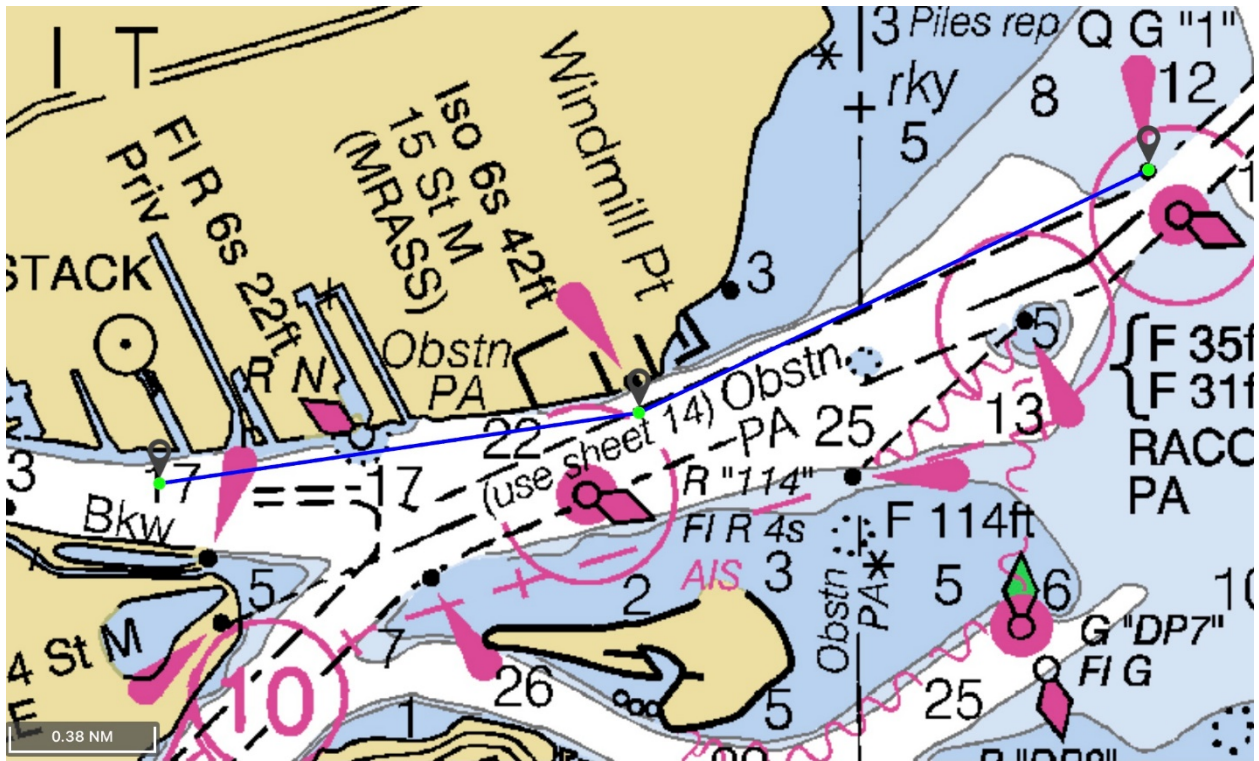
To calculate a boat's corrected distance, the PHRF rating will be applied to Normalized Race Distance, calculated as follows:

$$\text{Normalized Race Distance} = \frac{24 \text{ hours}}{\text{Boat's Elapsed Time}} \times (\text{Boat's Lap Count} \times \text{Official Lap Distance})$$

The Official Lap Distance will be 5.5 NM.

10. **POSTPONEMENT** – The race committee may at its discretion decide to postpone racing temporarily. If this happens a boat's Elapsed Time will be recorded as of their last completed lap. When postponement is dropped, a new start will take place, and each boat's Elapsed Time will begin accruing from the time of their last completed lap.
11. **THE PIT** – Boats may use the docks in Conners Creek as a "Pit" to exchange crew, sails, or any other provisions. This modifies RRS 48. Teams must request permission to pit from the OA prior to entering. Requests will be approved in the order received based on available space. The OA reserves the right to penalize boats who spend an unreasonable amount of time in the pit area. If a boat wishes to use their engine to enter/exit the pit, the prop can only be engaged while within Conners Creek and actively entering or exiting the Pit.
12. **RC COMMUNICATIONS** - Boats shall monitor VHF Channel 69 from the warning signal for the first class until after they have retired or finished. Requests to pit must be made via radio prior to entry and will be approved in the order received.
13. **COURTESY BROADCASTS** - An unofficial designated observer may report all visual signals displayed by the Race Committee over the VHF channel. Information so reported is provided as a courtesy to competitors and does not alter the competitors' responsibility to observe the Race Committee's visual signals, which govern the conduct of the racing. Errors or omissions by the observer, or a competitor's failure to hear an observer's report will not be grounds for redress.
14. **PROTESTS** – Protesting boats shall make reasonable efforts to report protests to the race committee via radio shortly following the incident. Protest forms are available online at the event page on Yacht Scoring. Protests are requests for redress or reopening shall be delivered to the Race Committee staff within 1 hour after the last boat has finished. The time and place of protest hearings, if any, will be notified by the Race Committee.
15. **AWARDS** – Awards will be presented immediately following the end of the event to the top three teams overall and for the team with the fastest corrected lap.

The Course



The Start/Finish Line

