

## U.S. Sailing Match Racing Championship Qualifier Bayview Spring Invitational

June 29 - 30, 2024  
World Sailing Grade 3 Event

# Sailing Instructions

## 1. RULES

- 1.1 The event will be governed by the rules as defined in the RRS, including Appendix C, and:
- The US Sailing Regulations which govern all US Sailing Championships and Qualifying Events. In particular, Regulations 2.02, 4.02, 10, 13, and 14.04 apply, although other Regulations may be applicable as well. The U.S. Sailing Regulations can be found at: <https://cdn.ussailing.org/wp-content/uploads/2019/11/US-Sailing-Regulations-2021-02-22-1.pdf>
  - US Sailing's current "Championship Conditions" will apply to all the events in the series and can be found at: <https://www.ussailing.org/competition/resources/championship-conditions/>
  - The current U.S. Match Racing Championship Conditions which can be found at: <https://www.ussailing.org/wp-content/uploads/2018/01/Conditions-for-the-USMRC-1.pdf>.
- 1.2 The rules for the handling of boats will apply and will also apply to any practice sailing. Class rules will not apply.
- 1.3 Major Alternations to the RRS:  
Add the following sentence to C 10.2: When a competitor withdraws from an event pursuant to the US Sailing Code of Conduct (voluntarily or by reason of being excluded by a protest committee), that competitor's team shall be removed from the final event scores and each team with a worse finishing place in the event shall be moved up one place.
- 1.4 CODE OF CONDUCT  
All competitors will sign and follow the U.S. Sailing Championship Code of Conduct that can be found at: [ussailing.org/wp-content/uploads/2024/02/USSA-Championship-Code-of-Conduct.pdf](https://www.ussailing.org/wp-content/uploads/2024/02/USSA-Championship-Code-of-Conduct.pdf). Breaches of the S.I. are not grounds for protest by a boat. This changes RRS 60.1(a).
- 1.5 USE OF PERSONAL FLOTATION
- Regulations 10.04 A 1: For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing. This modifies RRS 40 and the preamble to Part 4.
  - Competitors will need to bring their own PFD's.
- 1.6 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35, 63.1 and A5.
- 1.7 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Appendix C.
- 1.8 A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).

## **2. ENTRIES and ELIGIBILITY**

- 2.1 Only skippers invited by the OA are eligible for the event. The criteria for invitation is set forth in the NOR. The skippers are listed in SI Appendix B.
- 2.2 To remain eligible, prior to practice sailing, the entire crew shall complete registration, pay any entry fee, deposit \$1000 USD for damage and complete crew weighing, all between 1100 hours and 1900 hours on Friday, June 28, 2024 unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat (and/or the RC boats, including the Signal Boat if involved in the same incident) unless responsibility is otherwise assigned by the umpires or the PC.
- 2.5 After the Warning Signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the Chief Umpire may authorize an original crew member to substitute.
- 2.7 When a registered crewmember is unable to continue in the event, the Chief Umpire may authorize a substitute, a temporary substitute or other adjustment.

## **3. COMMUNICATION WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board located in training room on the second floor at BYC. Signals made ashore will be displayed from the flagstaff on the riverfront lawn at Bayview.
- 3.2 Flag H displayed ashore means “do not leave the harbor”.
- 3.3 When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes”. This changes Race Signal AP.
- 3.4 Skippers shall attend the daily briefings at 0830 on Saturday, June 29, and Sunday, June 30, 2024 in the Mackinac Room at BYC unless excused by the OA.
- 3.5 The first meeting with the umpires will 0800 hours Saturday, June 29 in the Mackinac Room at BYC.

## **4 AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SIs made ashore will be posted at least 45 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the racecourse.
- 4.3 Amendments made afloat will be signaled by the display of flag 3<sup>rd</sup> Substitute Flag with three sound signals. An umpire may communicate these either verbally or in writing.

## **5. BOATS AND SAILS**

- 5.1 The event will be sailed in Ultimate 20-type boats provided by the OA. Sails will be provided by the OA and assigned by the RC.

5.2 The sail combination to be used in a flight will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
No signal	Main, Jib, and Spinnaker
Flag Z	Main, Jib, No Spinnaker

5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3<sup>rd</sup> substitute is not required.

5.4 The RC will decide which boats are to be used for each stage, and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

## **6. IDENTIFICATION AND ASSIGNMENT OF BOATS**

6.1 Boats will be identified by bow numbers unless otherwise indicated at the first briefing.

6.2 Boats will be allocated by the RC for each stage in accordance with an initial draw conducted by the RC.

6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

## **7. CREW MEMBERS AND CREW WEIGHT**

7.1 The total number of crew (including the skipper) shall be 3 or 4.

7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 262.5 kg (578.5 lbs.) determined at the time of registration or such time as required by the RC.

7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

## **8. EVENT FORMAT AND STARTING SCHEDULES**

8.1 The match pairing lists will be detailed in SI Appendix D. The matches to be sailed in a flight will be displayed in order of starting on the RC boat. The event will consist of the following stages:  
- Round Robin Racing, and ***may*** include a knockout series including but not limited to Semi Finals, Finals/Petite Finals.

8.2 The racing days are scheduled as June 29 and 30.

8.3 The latest time for an attention signal on the last day of racing will be approximately 1600.

8.4 The number of matches to be sailed each day will be determined by the RC.

8.5 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

8.6 The intended time of the first attention signals are 1000 hours on Saturday, June 29 and 0930 hours on Sunday, June 30.

8.7 Each subsequent flight will be started as soon as practicable after the previous flight.

8.8 When a match cannot start at its intended time, the RC may move the other starts forward to eliminate a

blank start. Competitors will be so advised by the umpires if the RC does so. Flag 3<sup>rd</sup> substitute is not required.

## 9 RACING AREA

9.1 The racing area will be in the Detroit River in front of Bayview.

### 9.2 Race Area Limitations

- (a) A number of red or orange buoys may be laid close to the shore in front of Bayview and extending upstream and downstream from Bayview. The area between the straight line connecting these buoys and the shore is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
- (b) A number of red or orange buoys may be laid off the eastern (upstream) shore of Belle Isle. The area between the straight line connecting these buoys and the Belle Isle shore is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
- (c) The area north of an imaginary line between the flagpoles on either side of the entrance to the Bayview harbor on the east (upstream) side of the clubhouse is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
- (d) No part of a boat may cross the imaginary line between any two adjacent buoys referred to in SI 9.2(a) or 9.2(b) at any time or the imaginary line referred to in 9.2(c) while racing. There is no penalty for touching any of the buoys referred to in SI 9.2(a) or 9.2(b).
- (e) In the absence of the buoys referred to in SI 9.2(a) or 9.2(b), and in areas that are beyond the ends of the imaginary line formed by such buoys, boats shall not sail within 50 feet of any shoreline.
- (f) A boat may not protest another boat for breaking SI 9.2(d) or 9.2(e), but umpires may take action in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

## 10 Course

### 10.1

#### (a) Course Configuration (not to scale)

Mark W            O

Mark L            O

o-----o Start/Finish Line

(b)

#### (b) Course signals and course to be sailed

Course signals shall be displayed from the RC boat, at or before the warning signal. Marks W and L shall be rounded to starboard unless otherwise specified as outlined below.

In the case where the wind and or current induce reaching, the RC **may** change Mark 1 rounding to port by placing a **Red** tetrahedron and flying a red preparatory flag. In this circumstance, Mark W **shall** be rounded to port. Mark L shall always be rounded to Starboard. Failure of the RC to select best course for wind and or current, or failure of a competitor to note the change in the color of the flag or tetrahedron shall not be grounds for redress. This changes NOR 11.1.

**Signal**

No Signal  
S

**Course**

Start-W-L-W-Finish  
Start-W-Finish

**(c) Description of Marks**

The RC signal boat will be *Thor*.

The starting/finishing line mark will be a yellow inflatable shape.

Mark W will be a White or Green inflated tetrahedron unless as specified below.

Mark W will ONLY be a RED inflatable tetrahedron in the case where the RC has elected to change Mark 1 to Port rounding.

Mark L will be an orange inflated tetrahedron, and shall always be rounded to Starboard.

**10.2 Starting/Finishing Line**

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and an orange flag on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle. A boat may not request redress because the anchor line at the buoy is above keel depth. This changes RRS 62.1(a).

**10.3 Mark Roundings**

- (a) Mark W and Mark L shall be rounded to starboard unless otherwise as specified below.
- (b) In the case where the wind and or current induce reaching, the RC *may* change Mark 1 rounding to Port as described in 10.1(b). Mark L shall always be rounded to Starboard. This changes NOR 11.1. Failure of the RC to select best course for wind and or current, or failure of a competitor to note the course board directions shall not be grounds for redress. This changes NOR 11.1.
- (c) Modify RRS 33: A finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.

**10.4 Abandonment**

- (a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

- 10.5** The RC may make transmissions to competitors to announce pairings, signals or other communications. A failure to make these transmissions consistently or a failure of a competitor to hear them is not cause for redress. This changes RRS 62.1(a).

**11 BREAKDOWN AND TIME FOR REPAIRS**

- 11.1 Before the Attention Signal of a flight or within 2 minutes of finishing or within 5 minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal a breakdown or damage to the boat, her sails, or injury to her crew, and request a delay to the next start. She shall sail as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.

- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal, shall not be grounds for redress. This changes RRS 62.

## 12 STARTING PROCEDURE

- 12.1 The next flight number will be displayed on the RC boat
- 12.2 The preparatory signal will be either flag P or flag C with a green flag and multiple sound signals. If flag P is displayed, Mark W will be a white buoy. If a 'C' flag is displayed with a green flag and multiple sound signals, Mark W will be a green buoy. This changes RRS C3.1.

## 13. CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by signaling a change of course to a new Mark W.
- 13.2 **Change of Course Signals** (amends RRS 33 and Race Signals)
- (a) Flag C and a colored flag means: "The windward mark has been changed. Sail to a mark the same color as the flag."
  - (b) When a change of course after starting only affects some matches, these shall be designated by the appropriate numeral pennant.

### 13.3 Signaling vessel

When a change of course is signaled after the first leg, it will be displayed from a boat in the vicinity of Mark L, which will not be the RC signal boat that is one end of the starting/finishing line.

## 14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

## 15. COACH BOATS

- (a) Coaching at this event will not be permitted.
- (b) The organizers will not provide berths for coach boats.
- (c) Any interference by a coach boat with the racing or event organization may result in a penalty applied at the discretion of the Protest Committee to the appropriate skipper or team.

## 16. MEDIA, IMAGES AND SOUND

The OA have the right to use any images and sound recorded during the event free of any charge.

## 17. PRIZES

- 17.1 **Invitations - *The top placing skipper will receive an invitation to compete in the following:***
- (a) Skippers not already qualified for the championship will be invited to the 2024 U.S. Match Racing Championship, October 4 - 6, 2024, hosted by St. Francis Yacht Club, San Francisco, California. Should the qualifying skipper decline, his/ her spot to the USMRC, the USMRC Invitation Committee will fill the spot via invitation per the USMRC Conditions.
  - (b) The Grade 2 Grand Slam – International Match Race for The Detroit Cup – August 22 - 25, 2024 hosted by Bayview Yacht Club;

(c) The Grade 2 Grand Slam - Thompson Cup, hosted by Seawanhaka Corinthian Yacht Club – August 8 -11, 2024

(d) The YRUGL Richardson Cup Great Lakes Match Racing Championship

17.2 For items 17.1(b) and 17.1 (c), should the qualifying skipper decline his/her spot (or have already received an invitation) the next highest skipper **may** be considered for invitation at the discretion of the individual Organizing Authorities.

17.3 Prizes will be awarded for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places.

## **18 DISCLAIMER**

All those taking part in this event do so at their own risk. The OA, its associates and appointees, **their sponsors, agents, employees, representatives, directors, governors, members, RC, PC and other officials** accept no responsibility for any loss, damage, injury, or inconvenience incurred, howsoever caused.

**Dated June 14, 2024**

# APPENDIX A: HANDLING THE BOATS

## 1. GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

## 2. PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the approval of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC or, on race days, while flag H is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating a sail, even to attach telltales.
- 2.11 Radio transmissions (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.12 Adjusting or altering the tension of the standing rigging.
- 2.13 Adjusting lifeline tension.
- 2.14 The use of electronic instruments other than compass and watches.
- 2.15 Marking directly on the hull or bulkheads with any kind of writing instrument.
- 2.16 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.17 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker.
- 2.18 Use of duct tape or any tape that leaves a residue
- 2.19 A breach of any SI Appendix A 2 rule is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.



### **3. PERMITTED ITEMS AND ACTIONS**

The following are permitted:

Taking a bag on board containing:

- (a) basic hand tools
- (b) adhesive tape (but not duct tape)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) telltale material
- (f) watch, timers and hand held-compass
- (g) shackles and clevis pins
- (h) Velcro tape

### **4. MANDATORY ITEMS AND ACTIONS**

4.1 At the end of each sailing day:

- (a) folding, rolling, bagging and placement of the sails as directed
- (b) leaving the boat in the same condition of cleanliness as when first boarded that day

4.2 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.4 Compliance with any regulations, including speed restrictions and navigational marks, while leaving and returning to the berth or mooring.

## APPENDIX B: COMPETING SKIPPERS

<b>Name</b>	<b>Rank Order</b>	<b>Ranking</b>
Ryan Seago	1	22
Nicole Breault	2	25
Axel Stordahl	3	149
James Pinder	4	185
Josh Dachoda	5	601
Shawn Bennett	6	NR
Douglas Cowan	7	NR

Unranked in alphabetical order

## APPENDIX C Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

**Point Penalties - to be applied without a hearing (this amends RRS C8.6);**

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

**Deductions from Damage Deposits**

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.