

HELLY HANSEN



SAILING WORLD

REGATTA SERIES

HELLY HANSEN SAILING WORLD REGATTA SERIES DETROIT

including:

DRYA Season Championship Qualifier

J/35 Great Lakes Championship

Melges 24 Great Lakes Cup Series & North American Sailing Series Qualifier

Santana 35 North American Championship

Youth Keelboat Series

Bayview Yacht Club

May 30- June 1, 2025

Detroit, MI

<https://www.sailingworld.com/regatta-series/>

SAILING INSTRUCTIONS

Including all attachments and incorporating **SI Amendment 1**

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 and 61.1(a).

1 RULES

- 1.1 The regatta shall be governed by the "rules" as defined in the *Racing Rules of Sailing* (RRS).
- 1.2 [DP] Broken sail stops made of yarn or rubber bands that fall in the water are trash, even if they are biodegradable. Putting sail stops in the water breaks RRS 47 (see US Sailing Appeal/Question 110).
- 1.3 The prescriptions of US Sailing shall apply at all times, except as noted in NOR 1.4 and the US Sailing prescription to RRS 88.2.
- 1.4 For other rules and documents that apply, please refer to the Notice of Race (NoR).
- 1.5 **RRS 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or**
- 1.6 **INTERFERENCE WITH SHIPPING, VIOLATIONS OF INLAND RULES OF THE ROAD:** Competitors shall not interfere with commercial shipping transiting the racing area at any time. This includes tour boats such as the Detroit Princess, the Diamond Jack, and the Infinity and Ovation as well as freighters, tugboats, barges, commercial towing, and federal and local law enforcement including the US Coast Guard. Any boat not complying may be subject to protest by the Race Committee and may be reported to the Coast Guard.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions shall be posted by 0900 on the day it will take effect, except that any change in the schedule of races shall be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors shall be posted on the official notice board located at https://www.yachtscoring.com/notice_board_summary/16897. An unofficial notice board may be maintained at BYC in the Mackinac Room.
- 3.2 There will be a competitors' welcome for all classes on Thursday, May 29, at 1800 hours. The location will be posted on the official notice board.
- ~~3.3~~ Refer to Attachment A for the VHF Channels for each Division. **Distance Races will use VHF Channel 72.**
- ~~3.4~~ **For the A Division (River Course) only, oral changes to the sailing instructions may be made by displaying flag "Lima" and hailing the change to each competitor.**

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals ashore will be displayed from the flagpole on the south lawn (river side) of BYC. Signals ashore flown **below** a Division flag (Alpha, Bravo, Charlie) apply to that division only. Signals ashore without a division flag apply to all divisions. If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the three Divisions' VHF radio channels between 0830 and 0900 hours EDT.
- 5.2 For Division Alpha, when flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in race signal AP.
- 5.3 For Divisions Bravo and Charlie, when flag AP is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in race signal AP.

6 SCHEDULE OF RACES

- 6.1 Friday, May 30 – For the classes racing all three days, see **Attachment A** for the division assignments.
- 6.2 Saturday and Sunday, May 31, June 1 – All classes racing windward/leeward courses, plus one distance race each day. For the Distance Racing Classes – see **Attachment E**.
- 6.3 The scheduled warning signal for the windward / leeward races each day is 1030 hours.
- 6.4 The race committee will attempt to run as many windward / leeward races per day as weather conditions permit. There is no maximum number of races.
- 6.5 On the last scheduled day of racing, no warning signal will be made after 1500 hours.

7 CLASS FLAGS

- 7.1 Refer to **Attachment A** for a description of the warning signal flags and the classes assigned to each Division racing area for the windward / leeward racing only.
- 7.2 Refer to **Attachment E** for a description of the warning signal flags for the distance racing

8 RACING AREAS

- 8.1 Refer to **Attachment B** for a chart of the Division racing areas.
- 8.2 Division A will race in the Detroit River, to the southeast of Bayview Yacht Club.
- 8.3 The center of Divisions located in Lake St. Clair as follows:
Division B: Approximately 4.6 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.
Division C: Approximately 2.5 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.
Distance Races: See **Attachment E**
- 8.4 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.

9 THE COURSES

- 9.1 The diagrams in **Attachment C** show the windward / leeward courses (including the course designation number), the order in which marks are to be rounded, and the side on which each mark is to be left.
- 9.2 The race committee intends to have a gate at the leeward end of the course and an offset at the windward mark. If there is no gate, the single leeward mark shall be left to port. If there is no offset, the single windward mark will be left to port.
- 9.3 The race committee signal vessel 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.
- 9.4 Distance Racecourses are described in **Attachment E**.

10 MARKS

- 10.1 Refer to **Attachment D** for Divisions B & C Mark descriptions. **Attachment E** describes the Distance Race Marks.
- 10.2 [NP] The race committee intends to use robotic marks for Division A. Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS 31 still applies.
- 10.3 In the event a robotic mark malfunctions, the race committee will either anchor it or replace it with an inflatable mark.

11 OBSTRUCTIONS

- 11.1 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).
- 11.2 [DP] 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.

12 THE START

- 12.1 The starting line shall be between a staff displaying an orange flag on the signal vessel and the course side of the starting pin mark as described in **Attachment D**.
- 12.2 The race committee signal vessels will have a protection (barging) buoy held in place at the stern of the vessel. Since it is intentionally attached, it is part of the starting mark by definition. RRS 31 applies to the protection buoy and its attachment apparatus.
- 12.3 [DP] Classes whose warning signal has not been made shall avoid the starting area during the starting sequence for classes.
- 12.4 A boat starting later than 5 minutes after her starting signal shall be scored Did Not Start without a hearing. *This changes RRS A5.*
- 12.5 [NP] If any part of a boat's hull 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 Division VHF channel.
- 12.6 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.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 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. Flag C will continue to be displayed to each class for which the changed Mark 1 applies.
- 13.2 To change the next windward 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.
- 13.3 When a gate is moved, the original marks will be used.
- 13.4 The race committee may, without signal, move a mark to change the direction up to 5 degrees or the length up to 5 percent of the previous length, or adjust the angle or width of the leeward gate, provided that no boat is sailing to the mark.

14 THE FINISH

- 14.1 The finishing line shall be between a staff displaying a blue flag on the signal vessel and the course side of the mark described in **Attachment D**.
- 14.2 For a downwind finish, the finishing mark will be on the RC signal vessel's starboard side. For an upwind finish, the finishing mark will be on the RC signal vessel's port side. Refer to the diagrams in **Attachment C**.

15 TIME LIMITS

- 15.1 The time limit for each race on all windward/leeward Divisions is ninety (90) minutes
- 15.2 If no boat has passed Mark 1 (the initial windward mark) within thirty (30) minutes, the race will be abandoned.
- 15.3 The "Finishing Window" is thirty (30) minutes for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.
- 15.4 The time limit for the distance races will be five (5) hours.
- 15.5 The "Finishing Window" for the distance racing is two (2) hours for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.

16 PENALTY SYSTEM

RRS Appendix V shall apply.

17 HEARING REQUESTS

- 17.1 Hearing Request forms will be available online on the YachtScoring website, or at the protest desk located near the Sailing Center Room on the second floor of BYC.
- 17.2 Protests and requests for redress or reopening shall be delivered to the Jury Secretary at the Protest Desk within the appropriate time limit.
- 17.3 For each class, the protest time limit is 75 minutes after the docking of the race committee signal vessel for the racing Division of the protesting boat.
- 17.4 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.
- 17.5 In accordance with RRS 60.2(d), notices of protests by a committee will be posted to inform boats under RRS 60.1 and 60.2(2).
- 17.6 The race committee or protest committee may protest a boat for breaking NoR 14.2 based on information received from any source. The protest time limit does not apply. *This changes RRS 60.3.*

18 SCORING

- 18.1 PHRF classes will be scored Time-on-Time (TOT).
- 18.2 [NP] ORC Classes racing windward/leeward courses will be scored using 5 Band W/L scoring. ORC Classes racing distance races will be scored using 5 Band A/P scoring unless conditions dictate another scoring option.
- 18.3 A boat scored TLE shall be scored points for the finishing place two (2) more than the finishing place of the last boat that sailed the course within the Finishing Window and was not penalized under RRS 30.3 or 30.4. *This changes RRS 35, A5.1, A5.2 and A10.*
- 18.4 One (1) race is required to be completed to constitute a championship.
- 18.5 **In accordance with RRS A2.1, there will be no excluded races.**

19 SAFETY REGULATIONS [DP][NP]

- 19.1 **Check-In** - Before the start of the first race of the day, competitors are requested to sail or motor past the stern of the signal vessel on starboard tack and hail their sail number until acknowledged.
- 19.2 **Retirement** - A boat that retires from a race shall notify the RC as soon as possible.
- 19.3 RRS 40 (Personal Buoyancy) is replaced by: "It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant."

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

- 20.1 Substitution of crew shall not be allowed without prior written approval of the race committee.
- 20.2 The substitution of damaged or lost equipment shall not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

21 HAUL OUT RESTRICTIONS

[DP] Keelboats shall not be hauled out during the regatta except without written permission of the race committee.

22 PRIZES

See NoR Section 16 for prizes to be awarded.

23 RISK STATEMENT

- 23.1 Competitors participate in the regatta entirely at their own risk. 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. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 23.2 It is the skipper’s obligation to ensure that each crew member’s waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

24 ENVIRONMENTAL

All SWRS events serve as collection points for sails and lines to repurpose. Bring your old lines and sails to the regatta to upcycle and give new purpose; Bayview Yacht Club near the Helly Hansen – Team One Newport Shop will serve as the collection point at this event.

The Regatta Series is continuing to work with Sailors for the Sea Powered by Oceana to maintain Silver Level certified Clean Regatta. Please bring your reusable water bottles, consider car-pooling, utilizing bike-shares, and limit provisioning your boat with single-use plastics. Visit www.sailorsforthesea.org to learn more.

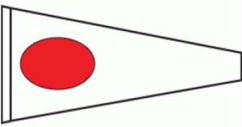

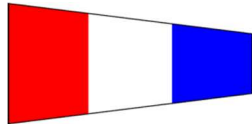
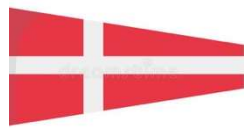
25 COACHING

- 25.1 [NP] The organizing authority may provide on-the-water coaching between races to the extent allowed by individual class rules.
- 25.2 A boat requesting coaching may hail the coaches on VHF 80A.

ATTACHMENTS that follow will also be posted on the YachtScoring website under “Documents and Forms”

- Attachment A Warning Signals / Division Assignments / VHF Channels
- Attachment B Location of Division Racing Areas
- Attachment C Windward / Leeward Course Diagrams
- Attachment D Division Mark Descriptions
- Attachment E Distance Race Sailing Instructions

ATTACHMENT A
Warning Signals / Division Assignments / VHF Channels

	Division A	Division B	Division C
VHF Channel	72	68	71
	U-20	J/120	Melges 24
		J/111	T-10
		J/35	S2 7.9
		Santana 35	Cal 25

ATTACHMENT C

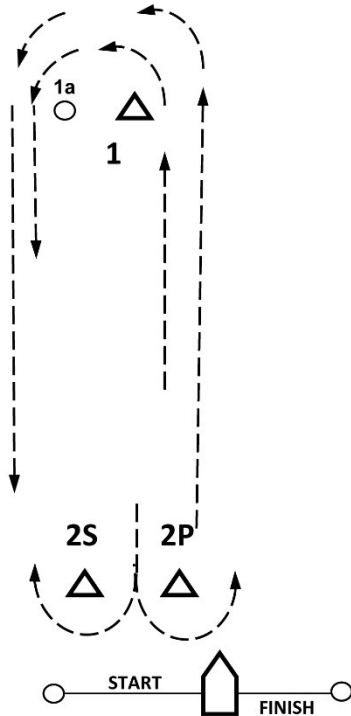
Illustrating the Windward / Leeward Courses

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

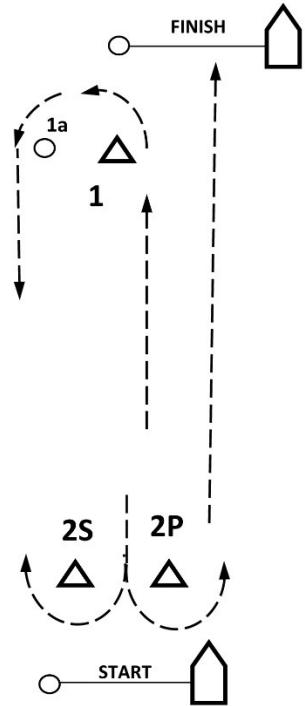


Courses 3 and 5 (Not to Scale)

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


















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

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



If one of the gate marks is missing, the remaining mark is to be rounded to port.

ATTACHMENT D
Windward / Leeward Mark Descriptions

	Division A	Division B	Division C
Start	Green MarkSetBot 	Green Tetrahedron (Q) 	Green Cylinder 
Mark 1	Orange MarkSetBot 	Red Tetrahedron (HH) 	Red Tetrahedron (HH) 
Mark 1a	No offset mark	Orange Ball 	Orange Ball 
Change Mark	Yellow Tetrahedron 	Yellow Tetrahedron 	Yellow Tetrahedron 
Marks 2S / 2P	Orange MarkSetBots 	Orange Tetrahedrons 	Orange Tetrahedrons 
Finish	Green MarkSetBot 	Red Cylinder (HH) 	Red Cylinder (HH) 

ATTACHMENT E

Distance Racing Supplemental Sis and Courses

When these Supplemental Sailing Instructions (SSIs) conflict with the General Sailing Instructions, the SSIs will take precedence.

THE RACE COMMITTEE INTENDS TO COMMUNICATE WITH COMPETITORS ON VHF 72

1 SCHEDULE OF RACES

- 1.1 Saturday, May 31 – 1000 first warning, **Grosse Pointe Farms** starting area.
- 1.2 Sunday, June 1 – 1000 first warning, **Division B** starting area.

2 CLASS ASSIGNMENTS AND CLASS FLAGS




- 2.1 Boats will be assigned and dual scored in accordance with DRYA Class Assignments:

PHRF Range

Class A	PHRF 60 and below (faster)
Class B	PHRF 61 thru 100
Class C	PHRF 101 and above (slower)

ORC APH Range

Class A	APH below 525
Class B	APH 525 up to 565
Class C	APH 565 and above (slower), the warning signal class flag will be numeral pennant seven .

- 2.2 One-Design and Cruising Class boats will be assigned according to their PHRF / ORC rating.
- 2.3 ORC and PHRF Classes of the same class will start with each other (ORC Class A with PHRF Class A; ORC Class B with PHRF Class B; ORC Class C with PHRF Class C).
- 2.4 For Class A, the warning signal will be **numeral pennant seven**. 
- 2.5 For Class B, the warning signal class flag will be **numeral pennant one**. 
- 2.6 For Class C, the warning signal class flag will be flag **"Hotel."** 

3 RACING AREAS

- 3.1 Refer to **Attachment B** for a chart of the **starting** areas.
- 3.2 The Race Committee signal vessel will display code flag Delta (yellow/blue/yellow horizontal stripes) to identify it as the starting vessel for the distance races.
- 3.3 **OBSTRUCTION: The dumping grounds to the southeast of the ship channel, between markers R8 and R14 are defined as an obstruction. Boats shall not sail inside the rectangular area marked on NOAA chart 14850.**

4 THE COURSES

- 4.1 There are three different courses of varying lengths for each racing day. The RC will select the course to be sailed by all boats based on weather conditions to complete the race within the time limit.
- 4.2 The RC will set Mark 1 approximately 1 nm upwind of the signal vessel.
- 4.3 The rounding side for Mark 1 will be indicated by a placard on the signal vessel. If a red square is displayed, Mark 1 is to be rounded to port. If a green triangle is displayed, Mark 1 is to be rounded to starboard.
- 4.4 **The RC will display a numeral placard designating the course to be sailed (1, 2, or 3).**
- 4.5 Courses starting from **Grosse Pointe Farms** starting area (**Saturday, May 31**):
 - Course 1** – Approximately 22.5 nm
Start – Mark 1 – 1a - LSC ODAS Lighted Buoy 45147 (to port) - G23 "St Clair Light" (to port) - Upper and Lower Range lights (left to port) – Finish (Bayview Yacht Club)
 - Course 2** – Approximately 16.5 nm
Start – Mark 1 – 1a – G23 "St Clair Light" (to stbd.) - Upper and Lower Range lights (left to port) – Finish (Bayview Yacht Club)
 - Course 3** – Approximately 11.0 nm
Start – Mark 1 – 1a – G17 (to stbd.) - Upper and Lower Range lights (left to port) – Finish (Bayview Yacht Club)

- 4.6 Courses starting from **Division B** starting area (**Sunday, June 1**):
Course 1 – Approximately 20.5 nm
 Start – Mark 1 – 1a - LSC ODAS Lighted Buoy 45147 (to port) – G17 (to port) - Upper and Lower Range lights (left to port) – Finish (Bayview Yacht Club)
Course 2 – Approximately 14.5 nm
 Start – Mark 1 – 1a – G17 (to port) - Upper and Lower Range lights (left to port) – Finish (Bayview Yacht Club)
Course 3 – Approximately 6.5 nm
 Start – Mark 1 – 1a - R4 (to port) - Upper and Lower Range lights (left to port) – Finish (Bayview Yacht Club)

5 MARKS

- 5.1 Mark 1 will be a red tetrahedron.
 5.2 Mark 1a (the offset) will be an orange ball.
 5.3 The starting mark will be a **yellow** inflatable cylinder.
 5.4 The finish mark will be a red tetrahedron.
 5.5 Other marks are described in the table below (**LOCATIONS ARE APPROXIMATE**):

MARK	GOVT. ID	CHARACTERISTICS	LOCATION	LAT 42 N	LON 82 W
Grosse Point Farms Starting Area	N/A	N/A	0.75 nm E of Crescent Sail YC	24.400	51.900
Division B Center	N/A	N/A	4.5 nm E of Peche Island Rear Range Light	21.200	48.900
Bayview YC Finish Line	N/A	Blue flag on shore and red tetrahedron	Bayview Yacht Club	21.309	57.126
Peche Island Rear Range	PIRRL	Skeletal tower (114 ft.) on round concrete base	1.56 nm E of Bayview YC	21.215	55.024
Peche Island Upper Range	PIURL	Skeletal tower (35 ft.) on round concrete base	0.61 nm NE of Peche Island Rear Range Light	21.623	54.418
LSC ODAS Lighted Buoy	45147	Yellow Weather Buoy	11.5 nm ENE of Peche Island Rear Range Light	25.808	40.997
St. Clair Light	G23	Green Lighthouse	5.5 nm ENE of Grosse Pointe YC	27.908	45.270
G "17"	G17	G lighted buoy "17" Fl G 4S	2.9 nm E of Grosse Pointe YC	25.839	48.297
R "4"	R 4	R Nun buoy "4"	1.2 nm NE of Peche Island Upper Range Light	22.370	53.188

NOTE: The LSC ODAS Lighted Buoy #45147 has not yet been set by Environment Canada. If it is not set by 5/31/2025, it will be replaced by an orange tetrahedron.

6 THE START

- 6.1 The starting line shall be between a staff displaying an orange flag on the signal vessel and the course side of the starting mark as described in SSI 5.3.
 6.2 **The RC intends to do “rolling” starts – the starting signal for one class will be the warning signal for the next class.**
 6.3 **The RC will announce the ORC Wind Rating Band to be used for the race prior to the first warning signal of the day.**

7 THE FINISH

- 7.1 The finishing line shall be between a staff displaying a blue flag on the balcony at Bayview Yacht Club and the course side of the mark described in SSI 5.4.