



## HELLY HANSEN SAILING WORLD REGATTA SERIES DETROIT

*including:*

*Ensign Region 5 Championship  
DRYA Series Championship Qualifier  
ORC Great Lakes Championship  
J/35 Great Lakes Championship  
Youth Keelboat Series*

Bayview Yacht Club  
May 29 - 31, 2026  
Detroit, MI

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

## SAILING INSTRUCTIONS

*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/50502](https://www.yachtscoring.com/notice_board_summary/50502). 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 29 – For the classes racing all three days, see **Attachment A** for the division assignments.
- 6.2 Saturday and Sunday, May 30 - 31 – 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 **For DIVISION A ONLY** – for courses 4 and 6, the finish line is on the same side (port) of the signal vessel as the finishing line.

- 9.3 **For the Melges 24 class ONLY** – The race committee intends to set a longer weather leg than for the other classes. Marks 1L and 1aL will replace Marks 1 and 1a in the course diagrams for that class only.
- 9.4 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.
- 9.5 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.
- 9.6 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 Divisions A and C. 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**. For classes using the RaceSense system, the pin end of the starting line is the approximate center of the starting pin buoy or robotic mark.
- 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 other 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] Excepting classes using the RaceSense system, 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**. For classes using the RaceSense system, the pin end of the finishing line is the approximate center of the finishing pin buoy or robotic mark.
- 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](http://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