



The Detroit Cup



Presented by
Bayview Yacht Club

August 23 - 26, 2018



ISAF Grade 2 Event

Bayview Yacht Club is the Organizing Authority.

Sailing Instructions

Abbreviations:

PC – protest committee
OA – organizing authority
RRS – racing rules of sailing
NOR – notice of race
Bayview – Bayview Yacht Club

RC – race committee
NA – national authority
SI – sailing instructions

1. RULES

1.1 The event will be governed by:

- (a) The “rules” as defined in the RRS, including Appendix C.
- (b) The rules in SI Appendix A – Handling the Boats, which also apply to any practice sailing and sponsor races. Class rules will not apply.
- (c) Any prescriptions of the NA that will apply will be posted on the official notice board.

1.2 When there is conflict, the SIs shall prevail over the NOR. This changes RRS 63.7.

1.3 Changes to the Racing Rules of Sailing

- (a) Add to RRS 41: (e) help to recover from the water and return on board a crew member provided the return on board is at the approximate location of the recovery.

1.4 If the first boat has finished leaving the second boat in the match owing a penalty, the umpires may signal according to RRS C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she then finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.4.

1.5 Competitors will need to bring their own U.S. Coast Guard (or member national authority) approved PFD.

1.6 When a boat in a match fails to sail the course in accordance with rule RRS 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 RRS 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 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise before or after she finishes or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.9 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 the entire crew shall complete registration, pay any entry fee, deposit \$1000 USD for damage and complete crew weighing, all between 1000hrs and 1730hrs on August 22, 2018 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 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 PC may authorize an original crew member to substitute.
- 2.7 When a registered crewmember is unable to continue in the event, the PC 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 the Canada's Cup Room in the Bayview clubhouse.
- 3.2 Signals made ashore will be displayed from the flagstaff on the front lawn at Bayview.
- 3.3 Flag H displayed ashore means "do not leave the harbor".
- 3.4 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.
- 3.5 The first competitors' briefing will be at 0830 on Thursday, August 23, 2018, in the Mackinac Room at Bayview. The first meeting with the umpires will immediately follow the first briefing.
- 3.6 Daily competitors' briefings will be at 0830 on August 24-26, 201 in the Mackinac Room

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 until the boats have departed for the racecourse.

4.2 Amendments made afloat will be signaled by the display of the 3rd 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 A	Main, Jib, No Spinnaker

The RC will prohibit the use of spinnakers if it observes sustained winds in excess of 16 knots and will prohibit sailing if it observes sustained winds in excess of 20 knots.

5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd Substitute is not required.

5.4 The RC will decide which boats are to be used for each round, 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 to 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:

8.1.1 Round Robin Racing

8.1.2 Knockout Series including but not limited to Semi Finals, Finals/Petite Finals

- 8.2 The racing days are scheduled as August 23-26, 2018. Boats will be available for practice from 1000 to 1700 on Wednesday, August 2, 2018. Skippers must complete registration before taking a boat out for practice. SI Appendix A – Handling the Boats will apply to practice sailing.
- 8.3 The latest time for an attention signal on the last day of racing will be 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 or terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of the 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 for the first attention signal for the first flight is 1000 each racing day.
- 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 3rd 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) **Course Signals and Course to be sailed**

Course signals will be displayed from the RC boat at or before the Warning Signal. Mark W and L shall be rounded to starboard.

Signal	Course
No Signal	Start – W – L – W – Finish
“S”	Start – W – Finish

(c) **Description of Marks**

The RC signal boat will be ‘Thor’.
The starting/finishing line mark will be an orange ball.
Mark W will be a White or Green inflated tetrahedron.
Mark L will be an orange inflatable tetrahedron.

10.2 **Starting/Finishing Line**

- (a) The starting/finishing Line will be a straight line between the course side of the starting/finishing mark and an orange flag on the RC Signal 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. The 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 Shall be rounded to starboard.
- (b) Mark L shall be rounded to starboard.
- (c) Modify RRS 33: A finish line mark may be adjusted without a 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 radio 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 of 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 of her 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 attention signal will be made at 7 minutes before the first warning signal in each flight. This changes RRS C3.1.
- 12.3 The preparatory signal will either be flag P or flag C with a green flag and multiple sound signals. If flag P is displayed, Mark W will be a white inflated tetrahedron. If flag C is displayed with a green flag and multiple sound signals, Mark will be a green inflated tetrahedron. This changes RRS C3.1.

13. MOVING AND CHANGING MARKS

- 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.

13.2 Signaling vessel

When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of Mark L, which will not be the RC signal boat that is the 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

- 16.1 If required by the OA:
 - (a) Television personnel and equipment, or dummies) supplied by the OA shall be carried on board while racing.
 - (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.

- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

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

17. PRIZES

17.1 The winner's name will be engraved on the Detroit Cup which will remain at Bayview, and prizes will be awarded for 1st, 2nd, and 3rd places in the regatta.

The winner of the 2018 Grand Slam Series will be invited to compete at the 2019 Congressional Cup.

18. CODE OF CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions and co-operation with event sponsors, and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix A.
- (c) The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2 or C5.3:
 - Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (See also MR Call M4).
- (d) Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- (e) Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19. DISCLAIMER

All those taking part in this event do so at their own risk. The OA and Bayview, 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.

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 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating a sail, even to attach telltales.
- 2.12 Radio transmissions (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of the standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Adjusting lifeline tension.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or bulkheads with any kind of writing instrument.
- 2.22 Spare
- 2.23 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.
- 2.24 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.
- 2.25 A breach of SI C2.23 or 2.24 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 C8.2.

2.26 Use of duct tape or any tape that leaves a residue

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
- (i) bosun's chair

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.

4.5 Infringement of SI C2.21, 2.26, 4.1 and 4.2 will be considered damages. **Each such infringement will result in a \$150 deduction from the infringing skipper's damage deposit.**

4.6 **Mandatory use of PFDs** – All competitors shall wear, while on the water, other than for brief periods while adding or removing clothing, a U.S. Coast Guard (or member national authority) approved PFD.

APPENDIX B: COMPETING SKIPPERS

Name	Team Number	Ranking
	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
	9	
	10	
	11	
	12	

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
A	None	None
B	Half point	Three quarters of a point
C	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.