



## International Match Race for the Detroit Cup

A World Sailing Grade 2 Event

Presented by:

**Bayview Yacht Club**

August 21 - 25, 2024

### 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) The US Sailing prescriptions to rules 67 and 76.1 will be the only US prescriptions that apply. This is an International Event and the US Sailing prescription to rule 70.5(a) is not applicable.
- 1.2 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.*
- 1.3 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Appendix C.
- 1.4 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.
- 1.5 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).
- 1.6 An international jury will be appointed in accordance with RRS 91(b). There shall be no appeal from decisions of the international jury, RRS 70.5.

#### **2. ENTRIES**

- 2.1 Only skippers invited by the OA are eligible for the event. The criteria for invitation are 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 1000 hours and 1730 hours on Wednesday August 21, 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 The registered skipper shall helm the boat at all times while racing, except in an emergency.

### 3 COMMUNICATION WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located in the Mackinac room located on the first floor of 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 Skippers shall attend the daily briefings at 08:30 each morning in the Mackinac room.

3.6 The first meeting with the PRO and Chief Umpire will be at 08:30 on Thursday August 22<sup>th</sup> 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 Chief Umpire.

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.

4.3 Amendments made afloat will be signaled by the display of the 3<sup>rd</sup> Substitute Flag with three sound signals. An umpire may communicate these either orally 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

The RC may prohibit the use of spinnakers if it observes sustained winds are in excess of acceptable conditions, and may prohibit sailing if it observes unsafe sustained wind conditions.

5.3 Other restrictions or instructions may be given to the boats orally 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 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 (578.8 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 by the Chief Umpire.

## **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:
  - (a) Round Robin Racing
  - (b) Knockout Series including but not limited to Quarter Finals, Semi Finals, Finals/Petite Finals
- 8.2 The racing days are scheduled as August 22 - 25, 2024. Boats will be available for practice from 1000 to 1730 on Wednesday, August 21. 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 approximately 1500.
- 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 3<sup>rd</sup> substitute is not required.
- 8.9 When, in a knockout series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts.

## **9. RACING AREA**

- 9.1 The racing area will be in the Detroit River in front of Bayview Yacht Club.
- 9.2 **Race Area Limitations**





DETROIT CUP

- (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**

- (i) 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.
- (ii) 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** with a **RED tomato offset** mark, and flying a **Red** preparatory flag. In this circumstance, **Both Mark W and the red tomato offset 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.
- (iii) Start – W – L – W – Finish. (2 Laps)

(c) **Description of Marks**

The RC signal boat will be ‘Thor’.

The starting/finishing line mark will be a yellow MarkSetBot or an inflatable yellow cylinder.

Mark W will be either a White or Green inflatable tetrahedron, **or a Red inflatable tetrahedron accompanied by a red tomato offset mark. (see SI 12.3).**

Mark L will be an orange MarkSetBot or an orange inflatable tetrahedron.

- (d) MarkSetBots are robotically controlled marks. If robotic marks are used, routine movement of these marks on the course will not be grounds for redress. This includes marks returning to station





## DETROIT CUP

after having been pushed away by a competitor, and collisions with marks that do not cause damage. *This changes RRS 60.1(b) and 62.1(a). RRS 31 still applies.*

### 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 a pole displaying 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 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)ii. 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 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 flight number will be displayed on a placard on the RC boat.

12.3 The preparatory signal will either be (1) flag P, (2) flag C with a green flag and multiple sound signals, or (3) flag C with a red flag and multiple sound signals. If flag P is displayed, Mark W will be a white





DETROIT CUP

inflated tetrahedron. If flag C is displayed with a green flag and multiple sound signals, Mark W will be a green inflated tetrahedron, If flag C is displayed with a red flag and multiple sound signals, Mark W will be a red inflated tetrahedron with a red tomato offset mark. *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** (*this changes 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 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**

Coaching at this event will not be permitted.

**16. MEDIA, IMAGES AND SOUND**

The OA has 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 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> places in the regatta.

17.2 The winner of the 2024 Grand Slam Series will be invited to compete at the 2025 Congressional Cup.

17.3 A \$7,500 cash prize shall be distributed as indicated.

1 <sup>st</sup> place	-	\$3,500
2 <sup>nd</sup> place	-	\$1,750
3 <sup>rd</sup> place	-	\$1,000
4 <sup>th</sup> place	-	\$600
5 <sup>th</sup> place	-	\$350
6 <sup>th</sup> place	-	\$300

**18. CODE OF CONDUCT**

18.1 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.

18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix A.





#### DETROIT CUP

- 18.3 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:
- (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - (b) Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
  - (c) Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4 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.
- 18.5 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, umpires, international jury 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 Sitting on, or hiking over side rails beyond perpendicular to the horizon.
- 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.
- 2.14 Adjusting lifeline tension
- 2.15 Omitting any headsail car or turning block.
- 2.16 The use of electronic instruments other than compass and watches.
- 2.17 Marking directly on the hull or bulkheads with any kind of writing instrument.
- 2.18 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.
- 2.19 Having the bowsprit extended, except when in the process of setting, flying or taking down the







## DETROIT CUP

spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker

- 2.20 A breach of SI Appendix A 2.9, 2.18 or 2.19, 2.22 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.
- 2.21 Use of duct tape or any tape that leaves a residue
- 2.22 Taping the spin halyard carabiner open

### 3. PERMITTED ITEMS AND ACTIONS

Competitors are permitted to take a bag on board containing:

- basic hand tools
- adhesive tape (but not duct tape or black tape)
- line (elastic or otherwise of 4 mm diameter or less)
- marking pens
- telltale material
- watch, timers and hand held-compass
- shackles and clevis pins
- 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.
- 4.5 Infringement of SI Appendix A (2.21), 4.1 and 4.2 will be considered damage. **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		Ranking as of August 1, 2024
Chris Poole	USA	1
Ian Garreta	FRA	5
Timothée Rossi	FRA	10
Ryan Seago	USA	20
Tom Picot	FRA	66
Zac West	GBR	67
Justin Callahan	USA	102
Christian Pendergast	USA	150
Michael Kirkman.	USA	243





## 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.

