



Big Red Regatta

June 9 - 11, 2023

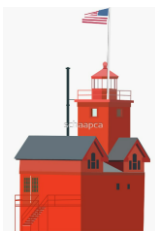
SAILING INSTRUCTIONS

1 RULES

- 1.1 This regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS); the 2023 GL52 Winter Series Rules and the 2023 ORC Rule.
- 1.2 The Organizing Authority (OA) is the Macatawa Bay Yacht Club (MBYC). At the time of scheduling these races, it is our understanding that the races can be run in compliance with all lawful government-imposed restrictions. However, each team shall be responsible for taking those measures that may be necessary to be in compliance and shall release MBYC, the Race Committee and the Protest Committee from any obligations to monitor or enforce such restrictions.
- 1.3 Boats shall meet the US Sailing Safety Equipment Requirements (SER) for Nearshore Racing, dated March 1, 2023, version 2023.0, <https://www.ussailing.org/wp-content/uploads/2023/03/Monohull-SER-2023.0-Nearshore.pdf> and the International Regulations for the Prevention of Collisions at Sea.
- 1.4 The following requirements of the SER are deleted: 3.19.1.
- 1.5 [DP] Vakaros RaceSense system will be used for this regatta and is required to be mounted per GL52 guidelines and operational at all times while racing with the GL52 firmware. Each boat shall provide their own Vakaros Atlas 2 with GL52 RaceSense. The instrument shall be turned on 30 minutes prior to first scheduled warning signal of the day and remain on a minimum of 15 minutes after the last race of the day has finished. Atlas 2 devices will display a countdown timer, distance to line, and an OCS notification if you are on the course side of the line early for information purposes only. Signals displayed on the Race Committee vessel shall take precedence. Information provided by the system cannot be grounds for redress. This changes **RRS 62.1 (a)**.
- 1.6 **RRS 63.1** adds, "Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress."
- 1.7 If there is a conflict between the NOR and the SI, the SI shall prevail.

2 CHANGES TO SAILING INSTRUCTIONS

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



- 2.2 Any changes posted will also be emailed to the email contact on the competitor's entry.
2.3 Changes to sailing instructions may be made on the water via VHF on Channel 69. This changes **RRS 90.2.**

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board which will be electronic, at: <https://yachtscoring.com/emenu.cfm?eid=15519>
3.2 Boats shall monitor VHF 69 at all times from 1030 on race days until 30 minutes after finishing.
3.3 Support boats shall not use any form of signaling within 1 minute of the warning signal and during the race.
3.4 Except in an emergency, a boat that is racing shall not make *voice, text, email, WhatsApp* transmissions and shall not receive *voice, text, email, WhatsApp* or data communication that is not available to all boats.
3.5 RaceSense information is available to all boats.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be announced by the race committee on VHF 69, beginning at 1030.

5 SCHEDULE OF RACES

- 5.1 The scheduled time for the first warning signal each day is 1200 hours.
5.2 Daily racing schedule:
 - Thursday, June 8 1300 hours: Practice Starts and a practice race.
 - Friday - Sunday June 9-11: Racing, with up to 3 races per day up to a maximum of 8 races. There will be no warning signal after 1400 hours on Sunday.
- 5.3 Requests for extra time before the first warning signal will not be considered except in the case of a medical emergency.
5.4 A boat is allowed one request per day for extra time for up to 20 minutes *after the first race of the day. The boat shall make the request to the race committee on VHF 69 before the warning signal of the race and state the reason for the delay.*

6 RACING AREA

- 6.1 Lake Michigan. The sailing area will be in the open waters of Lake Michigan with the starting area intended to be approximately 1.0-2.0nm from the Holland Pier.

7 COURSES

- 7.1 Will be Windward / Leeward: 4 legs will be sailed with marks to be left to port.
7.2 The Race Committee may set a leeward gate or a windward offset mark. If only one gate mark is in place or offset mark is in place, boats should round the single leeward mark, or windward mark, leaving it to port. The gate marks may be the same as the start line marks.
7.3 The leeward mark or gate, when set to windward of the start/finish, is not a mark of the course for the first leg or a final downwind leg.

8 MARKS

- 8.1 Marks will be Mark/Set/Bot self-propelled marks, or inflatable marks.



9 **THE START**

- 9.1 The starting line will be between the course side of a Mark/Set/Bot, or an inflatable mark at the port end and the course side of a Mark/Set/Bot or an inflatable mark at the starboard end.
- 9.2 There will be a race committee signal boat stationed outside the starboard end of the starting line to call any boats OCS. Boats shall not pass between the starboard end of the line and the race committee boat. If a boat sails between the starboard end of the line and the race committee signal boat, she shall take a one turn penalty, including one tack and one gybe. The race committee signal boat will not have an orange flag.
- 9.3 **RRS 26** is changed such that flag signals will be replaced by sound signals as follows:
- | | | |
|-----------|------------------|--------------|
| 5 minutes | Warning | 1 sound |
| 4 minutes | Preparatory Up | 1 sound |
| 1 minute | Preparatory Down | 1 long sound |
| Zero | Start | 1 sound |
- 9.4 If any part of a boat's hull is on the course side of the starting line at the starting signal, observed visually or by RaceSense, the race committee will raise an X Flag in accordance with **RRS 29.1** and attempt to broadcast her name, bow or sail number on VHF 69. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress.
- 9.5 Signals displayed on the Race Committee vessel shall take precedence over RaceSense notifications.

10 **CHANGE OF THE NEXT LEG OF THE COURSE**

- 10.1 To change the next leg of the course the race committee will move the original mark(s) (or the finishing line) to a new position and announce the change on VHF 69. Marks may be moving into position after the announcement.

11 **THE FINISH**

- 11.1 The finish line will be the starting line, but may be a shorter line.

12 **PENALTY SYSTEM**

- 12.1 **RSS 44 is changed** such that all penalties requiring Two Turns shall be replaced with One Turn.
- 12.2 **Post-Race Penalties Appendix V2**, If the penalty is taken prior to the beginning of a protest hearing involving the incident, it shall be a 30% penalty. The penalty shall not cause the boat's score to be worse than the score for Did Not Finish. Acceptance of a penalty must be delivered, via text, in person, or email to the PRO or Dale Gort [dgort234@gmail.com or 616.403.6158].
- 12.3 Incidents at the windward mark or offset: Boats may take a penalty **after** passing the offset mark in order to remain clear of all other competitors. Doing so will fulfill the requirement of taking the penalty as soon as possible. This amends **RRS 44.2**

13 **TIME LIMITS**

- 13.1 **RRS 35:** The Mark 1 Time Limit, Race Time Limit and the Finishing Window are shown in the table below.



Mark 1 Time Limit	Race Time Limit	Finishing Window
30 minutes	90 minutes	15 minutes

- 13.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 13.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points **one** more than the points scored by the last boat that finished within the Finishing Window. This changes **RRS 35, A5.1, A5.2 and A10**.
- 13.4 Failure to meet the Target Time will not be grounds for redress. This changes **RRS 62.1(a)**.

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1 The protest time limit is 90 minutes after the last boat has finished the last race of the day or when remaining races have been abandoned. The Protest Time Limit will be posted to the Official Notice Board on YachtScoring event site.
- 14.2 Protest Forms may be completed and emailed to Dale Gort [dgort234@gmail.com or text to 616.403.6158] or given to the PRO at the event. Any videos, documents or tracking data should be sent to the following address so that it can be formatted for presentation when requested.



Automated Protest filing: <https://bit.ly/GL52Hearing>

- 14.3 A courtesy email will be sent to the parties involved in the protest using email address that has been entered as "Owner" during registration.
- 14.4 Protests will begin at approximately 1800 hours each day. Location and final schedule with start times will be announced when all protests have been filed. Protest Hearings on the last day of racing will be scheduled as soon as possible.
- 14.5 The protest will be heard via video link with Judges. Both parties to the protest shall be in the same meeting location with the PRO.

15 SCORING

- 15.1 Scoring will be based on ORC Time on Time, Five Band (5) Band Windward / Leeward Handicaps per GL52 Scoring Protocol by PRO.
- 15.2 Each yacht's score shall be the sum of all her race scores with no discard.
- 15.3 One race completed constitutes a regatta.

16 SAFETY REGULATIONS

- 16.1 See NOR 2.0.
- 16.1 A boat that retires from the race will notify the race committee as soon as possible on VHF 69.



17 REPLACEMENT OF CREW OR EQUIPMENT

17.1 See NOR 4.0 and 5.0

17.2 Boats shall notify the race committee when substituting crew or equipment.

18 FURTHER INFORMATION

18.1 For further information please contact the Principal Race Officer,

Carol Ewing,

Mobile: 305-785-4777

Email: lightning@cofs.com