



**21st Annual Alumni Regatta
Bayview Yacht Club
Saturday, October 14, 2023
Detroit, USA**



Notice of Race (NoR)

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* and the Bayview Yacht Club, [Club Boat Policies and Procedures](#), which are available on the Member Central Page of Bayview.com., and Addendum Q (Umpired Fleet Racing) to the Racing Rules of Sailing as modified for the BYC Alumni Regatta.

2 SAILING INSTRUCTIONS

- 2.1 The Sailing Instructions will be available after 6 p.m. ET on Wednesday, Oct. 11, 2023 at Bayview Yacht Club, and will be posted on the official notice board in the Mackinac Room at BYC on Saturday Oct. 14, 2023.

3 COMMUNICATION

- 3.3 On the water, the Race Committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.4 Between the time a boat leaves the dock and returns, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 ELIGIBILITY AND ENTRY

- 4.1 Entries are limited to 12 or fewer teams.
- 4.2 The regatta will be conducted on BYC club-owned Ultimate 20s. The boat rotations will be specified in the Sailing Instructions.
- 4.3 All Skippers must have graduated from the College that they are representing. Or at least have passed a few classes there. Or have applied there. Or have been to the campus. Or have another good reason to be sailing for the school like paying tuition for offspring that attend it.

Other educational achievements may be allowed as a team name, i.e. “GED” or “Dropout”.



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- 4.4 Crew does not have to have graduated or have attended the represented college. Crew does not have to have gone to school at all.
- 4.5 Skippers/Teams may apply for entry by emailing Race Chair Sandi Svoboda at svoboda.sandra@gmail.com by 7 p.m. ET, Friday, Oct. 7, 2023. Please include “Alumni Invitation Request” in the subject line.

In the event of more than 12 entries, eligibility will probably be accepted in the following order of priority:

- a) Winners of a previous Annual Alumni Regatta
 - b) Skippers or PIC (Person in Charge – RRS 46) who are BYC members in good standing
 - c) Recent participation in the Alumni Regatta as Skipper or PIC
 - d) Recent participation in the Alumni Regatta as crew
 - e) Additional considerations, if necessary: how quickly the deposit is received, number of crew who are BYC members in good standing, past performance in recent Alumni Regattas.
- 4.7 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.8 Late entries may be accepted at the discretion of the Organizing Authority.

5 FEES

- 5.1 The entry fee is \$100 USD which can be charged to a Bayview membership account. If there is not a Bayview member on the entered team, payment must be made with a valid credit before boats are assigned.
- 5.2 A refundable damage deposit of \$1000 is required. Bring cash or credit card. You WILL be charged for damage incurred beyond routine wear-and-tear breakdowns. Damage caused by a breach of an RRS will be assessed by the bosun and shall be paid out of the offending skipper’s (as penalized by the race umpire(s) damage deposit immediately following the completion of the race in which the incident occurred.

There will be no appeal of an umpire’s decision.

To appeal the damage valuation assigned by the bosun, the skipper must request in writing following the race in which the damage was sustained, the revisiting of the actual repair cost at some point in the future. However, the initial estimate must be paid. If the skipper appeals, and it is found that the actual cost for repair is lower than the bosun’s initial estimate, the difference will be refunded to the skipper. If the actual cost is higher than the bosun’s initial estimate, the skipper shall pay the additional amount, even if it exceeds the \$1,000 single incident damage limit.

6 QUALIFYING SERIES AND FINAL SERIES

- 6.1 It is anticipated that there will be two qualifying series of at least three races, followed by a final series and potentially a consolation round.

7 SCHEDULE

7.1 All times are ET.

0900 – 0930 Registration and check-in
0930 – 0945 Competitors' meeting / boat draw
1030 1st Warning Signal
1031-2359 Purchase drinks for all race committee members, starting with the Race Chair.
(Just kidding. There are sponsored kegs.)

The race committee will run as many races as practicable, conditions permitting. There is no maximum number of races.

8 VENUE

8.1 In the Detroit River, directly in front of the best darn Clubhouse around where spectating, commentary and Adirondack-chair coaching from the lawn is encouraged.

9 COURSES

9.1 The courses will be as close to windward-leeward as the Race Committee can set.

9.2 The marks will be described in the Sailing Instructions.

10 PENALTY SYSTEM

10.1 Addendum Q as modified by the sailing instructions shall apply.

11 SCORING

11.1 The scoring system is as follows

11.2 One race is required to be completed to constitute a series in both the qualifying and final rounds.

11.3 In accordance with RRS A2.1, a boat's series score will be the total of her race scores with no races excluded.

11.4 **The top three (3) finishers in each qualifying series will advance to the final series.**

11.5 The final round will be its own separate series. Scores from the qualifying rounds will not carry over.

11.6 **Rule A5.3 applies.**

12 RISK STATEMENT

12.1 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. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the**

sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

13 PRIZES

- 13.1 The winner of the final series shall be awarded the R. Matthew Purcell Perpetual Trophy. Other awards may be made at the discretion of the Organizing Authority.

14 FURTHER INFORMATION

- 14.1 For further information please contact the 2023 Race Chair Sandi Svoboda at svoboda.sandra@gmail.com or 313-574-0645. Please use “Alumni Regatta” in the subject line.

ADDENDUM Q as Modified for the Bayview Alumni Regatta on October 14, 2023 only

UMPIRED FLEET RACING

Races may be sailed under the sailing instructions in this addendum only if the notice of race so states and the addendum is included in the sailing instructions.

These sailing instructions change the definition Proper Course, and rules 20.1, 28.1, 44, 60, 61, 62, 63, 64, 65, 66, 70, and 78.3.

Q1 CHANGES TO RACING RULES

Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

- Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4
(a) The definition Finish is changed to:

A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line.

(b) Add to the definition Proper Course: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.’

(c) When rule 20.1 applies, the following arm signals are required in addition to the hails:

- (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
- (2) for ‘You tack,’ repeatedly and clearly pointing at the other boat and waving the arm to windward.

- Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and

Exoneration

(a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 while racing.'

(b) Rule 60.1 is replaced with 'A boat may not request redress or appeal an umpire decision. An umpire *may* request redress on behalf of a boat.'

(c) Rule 64.1(c) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2, except rule 14, but only for an incident in which she was involved, or under rule 31. To do so she shall hail 'Protest' and immediately and conspicuously display a **Yankee** (Y) flag. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident takes a penalty voluntarily or after an umpire's decision.

Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by promptly taking a One-Turn Penalty. After the Y flag has been displayed, an umpire shall signal a decision which may be to penalize ANY boat(s) involved in the incident.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

Q3.1 An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means 'No penalty.'

(b) A red flag with one long sound means 'A penalty is imposed on one or more boats.' The umpire will hail or signal to identify each penalized boat.

(c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

Q3.2 (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty.

(b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

Q4.1 When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) gains an advantage despite taking a penalty,
- (c) deliberately breaks a rule,
- (d) commits a breach of sportsmanship, or
- (e) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire, an umpire may penalize her without a protest by another boat. The umpire may impose one or more penalties to be taken under rule 44, each signalled by displaying a red flag and hailing the boat or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action.

Q4.2 (a) When a boat fails to sail the course correctly, an umpire may disqualify her under instruction Q3.1(c).

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In Rule 66 the third sentence is changed to ‘A party to the hearing may not ask for a reopening.’

Q5.3 (a) Protests shall only be handled on the water.

(b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

Q6 RRS 14 Contact, Damage, Damage Deposits.

Q6.1 (a) The BYC Bosun shall make all determinations related to damage of club boats, and appropriate deductions from competitors damage deposits.

(b) The BYC Bosun’s initial valuation must be settled before the competitor’s next flight. The initial valuation may be appealed whereby at the time of actual repair, if the amount is lower than Bosun estimate, the competitor shall be refunded the difference. However, if the value is higher, the competitor shall pay the additional amount (The \$1,000 per incident limit shall not apply in an appeal.) as indicated in NOR 5.2.



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