



Bayview Yacht Club
"established 1915"



~ S A I L I N G I N S T R U C T I O N S ~

History

The North Channel Race was conceived after some good clean fun at the Bayview Yacht Club bar when Joe Matte and Irv Jorgenson, the owners of Cyrene (C-50), challenged Jack Briner, the owner of Caprice (C-64), to a match race from Bayview, up the North Channel, around Russell Island Buoy and back to finish in front of Bayview. An invitation to the other C boats was sent and two other boats participated, Ed Flintermann's Deodar (C-57) and Morrill Dunn's Cayuse II (C-59). The four competitors anchored at the starting line, off the Peche Island Range Front Light, with sails furled and crews waiting below deck. Shortly after midnight the morning of Saturday, June 15, 1940, the sound and flash of the starting cannon released the competitors to start the first North Channel Race.

Although the North Channel Race was the property of and managed by the C-Class Association, eligible boats for the second race included L Boats, as well as C Boats. They raced without time allowance, as a fleet for prize flags in each class and also for the first boat to finish overall. In 1947, the Morrill Dunn Trophy was created and awarded to the first-to-finish in the starting fleet. By 1947, there were four classes of boats racing.

By 1951, the race had grown and the C-Class Association realized that the Association was no longer equal to the task of sponsoring and managing the race. The Deed of Gift of the North Channel Race was offered to and accepted by Bayview Yacht Club. The intent of the race has been preserved. It remains primarily a contest of one-design daysailing boats of 30 feet or less. The Race Committee has opened the race to PHRF rated boats of 30 feet or less, but they are not eligible for the Morrill Dunn or Richard C. Hill Trophies.

Should other classes wish to compete, they may do so by application to the Race Committee of Bayview Yacht Club. Such a request is subject to acceptance or rejection, and the decision rests entirely with the Race Committee of Bayview Yacht Club.

USE OF GROSSE POINTE CLUB FACILITIES

Limited parking for cars is available at Grosse Pointe Club in the lot north of the club on the day of the race. Parking in the lower lot is prohibited. Competitors may moor their boats at Grosse Pointe Club on Friday evening by making prior arrangements to do so with the Grosse Pointe Club Harbormaster, at (313) 885-0400 x 134. Use of the Grosse Pointe Club clubhouse and grounds is prohibited. The Race Committee will report inappropriate conduct to the Protest Committee under RRS 69.1.

77TH ANNUAL Bayview Yacht Club

CHUCK READER MEMORIAL NORTH CHANNEL RACE

53.5 NAUTICAL MILES

Saturday, September 30, 2017

NO ENTRIES EXCEPTED ON THE DAY OF RACE

1. ENTRY – This regatta is open to keelboats in the classes listed in Sailing Instruction 12 that are owned by clubs or members of clubs holding current membership in the Detroit Regional Yachtracing Association (DRYA) and to others on invitation of the Bayview Yacht Club Race Chairman. **The race is not recommended for boats over 30 feet LOA.** Handicaps shall be those assigned as of the date of the regatta by the DRYA, 23915 Jefferson, Suite #1, St. Clair Shores, MI 48080 (telephone 586-778-1000, e-mail Thedrya@drya.org). **No entries accepted on the day of the race.**

2. RULES – This regatta shall be governed by the "rules" as defined in the Racing Rules of Sailing for 2017-2020 (RRS), except as changed by the Sailing Instructions. RRS 45 is changed to permit mooring to the shore and other objects during the race.

3. AGREEMENT TO ASSUME RISK – In consideration of being permitted to enter this regatta and being fully knowledgeable of the risks of sailing as a competitive sport, all competitors, crew members, and guests aboard voluntarily assume all risks associated with participating in this regatta. The skipper must assure that all equipment required by the United States Coast Guard (USCG) or by Sailing Instruction 4 is aboard and properly maintained and stowed, and that the crew knows where it is kept and how it is used.

4. EQUIPMENT – Boats must carry all equipment required by the United States Coast Guard. All boats must be equipped with a VHF radio (handheld permitted) capable of receiving and transmitting on channels 16 and 72.

5. RUNNING LIGHTS – Running lights shall be displayed as required by applicable government regulations.

6. IDENTIFICATION – Boats shall carry proper sail numbers on mainsails, spinnakers, and any sails that attach to the headstay and have a luff perpendicular exceeding 130% of the base of the foretriangle. A boat's finish will not be taken if any such sails do not carry the proper sail numbers or carry the same sail numbers as another boat in its class, unless the Race Committee is notified before the start.

7. CREW – Except as provided in an application class rule, the number of crew on a boat is not limited.

8. REGISTRATION AND CHECK IN – Competing boats are required to register at yachtscore.com or submit entry forms to Bayview Yacht Club **before the day of the race.** Entry forms will not be accepted on the day of the race. Competing boats are requested to "check in" with the Race Committee before the warning signal.

9. STARTING LINE – The Starting Line shall be between the flagpole on the dock at of the Grosse Pointe Club and an orange buoy approximately 300 feet east of the Grosse Pointe Club east seawall.

10. COURSE – The course shall be from the Starting Line northeasterly to buoy R "2NC" Fl R 4s at the entrance to the North Channel of the St. Clair River. Buoy R "2NC" shall be left to starboard. All red buoys between buoy R "2NC" and Decker's Landing shall be left to starboard and all green buoys shall be left to port. Proceed up the North Channel to its junction with the South Channel north of Russell Island. The junction buoy GR Fl (2+1) G off the north end of Russell Island shall be left to starboard, then proceed downbound in the South Channel, avoiding the St. Clair Cutoff and reentering Lake St. Clair through the St. Clair Flats Canal, then to the Detroit River and the finish line.

The Peche Island Range Lights are marks of the course and shall be left to port. Boats should give both Peche Island Range Lights ample room because of unmarked underwater obstructions.

~ FLAG OFFICERS ~

COMMODORE	HANS W. BRIEDEN
VICE COMMODORE	BRADFORD C. KIMMEL
REAR COMMODORE	SANDY FULLERTON
SR. GOVERNOR	GORDON W. SMITH
SR. GOVERNOR	RYAN J. FARRELL
JR. GOVERNOR	CHARLES STORMES
JR. GOVERNOR	GLENN BURTON
SECRETARY	KEVIN ROSSELL
TREASURER	SAMMY BARBOUR
FLEET CAPTAIN	STU THOMPSON
FLEET MEASURER	STU ARGO JR.
FLEET SURGEON	ROBERT DECLERCQ
FLEET SAILING & REGATTA DIRECTOR	BRAD TERPSTRA

~REGATTA COMMITTEE &
RACE MANAGEMENT TEAM~

RACE CHAIRMAN	BRAD TERPSTRA
PROTEST CHAIRMAN	LANCE SMOTHERMAN
SCORING CHAIRMAN	LUIZ KAHL

**Man and Boy
The North Channel Race
Is his pride and joy.**

Poem by Robert Roadstrum

Fifty years is a long, long time -
To count the ways to win this race.
To know the course...to set the pace -
Run aground...push off...and then -
"Starboard tack!"...you're agound again.

In that swift current...drop your anchor fast -
They're backing up...they're flying past.
Things look great...you're now ahead -
It's the North Channel thing -
It can be said.

It takes it's toll on any man -
Who wants to win as best he can.
At Decker's Landing, the Ferry Piers, or Pointe du Chene -
Skinning the docks is part of the game.
Knocking down fish rods, in the dew or rain -
Beating the current...it's all the same.

It's that time of year when the weather's fickle -
Could be burstin' rain or just a tickle -
Blow hard, blow soft, you'll freeze your tit -
But it's in your blood...and don't care a bit.

See You At The Finish!

11. INTERFERENCE WITH SHIPPING – When crossing the shipping channel (see U.S. Chart #14850), boats are forbidden to interfere with major ships. No restriction is placed on the use of the water by other parties. Competitors therefore shall adhere to USCG Rule 18, which reads in part "(b) a sailing vessel underway shall keep out of the way... (ii) a vessel restricted in her ability to maneuver.

12. STARTING TIMES – Races will be started using RRS 26 (5 minute sequence) and the class flags designated in this Sailing Instruction 12. The warning signal for the first class will be made at 0800. **Boats competing in PHRF 1 and PHRF 2 and not eligible for the Morrill Dunn Trophy or Richard C. Hill Trophy. PHRF 1 and PHRF 2 will be scored as one class if either class has fewer than three starters.**

CLASS FLAG	FLAG	RATING
1 / Cal 25	Class Logo	222
2 / Express 27	Class Logo	138
3 / Etchells	Class Logo	117
4 / J-70	Class Logo	117
5 / PHRF 1 & 2	#1	PHRF1 >= 129 PHRF2 <= 126
<i>Includes Melges 24, Catalina 27, C&C 35, Crescents</i>		

13. FINISHING LINE – The Finish Line shall be between the Race Committee Finish Line shore station on the Bayview Yacht Club Balcony and an orange inflatable buoy with a white strobe light approximately 300 yards from shore. **Sails should be kept up well after finishing to ensure proper identification.**

14. TIME LIMIT – There is no time limit for this race. The Race Committee shall be on station at the finish line until all boats have finished or until 0600 hours on Sunday, October 1, 2017, whichever comes first. Boats finishing after 0600 hours on Sunday shall record their own finish time and report it to the Race Committee at 313-822-9595 or 313-822-1853 during normal business hours.

15. BOATS RETIRING – Boats retiring from the race shall inform the Race Committee as soon as possible by telephoning the Race Committee at 313-822-9595 or 248-515-2320.

16. RADIO MONITORING – Boats shall monitor VHC Channel 72 from the warning signal for the first class until after they have finished or retired. The Race Committee will monitor VHF Channel 72.

17. VISUAL SIGNALS – Any flag referred to in these Sailing Instructions may be replaced by a cylindrical shape that resembles the flag it replaces.

18. PROTESTS – Protests shall be delivered by email to protests@drya.org no later than 1900 hours on the day of the regatta or two hours after the last boat in the protesting boat's class finishes or retires, whichever is later. Fill-in protest forms and filing instructions are available at http://drya.org/race2015/DRYAProtest_Filing_Instructions_2015.pdf. Protest forms are also available at Bayview Yacht Club and can be submitting to the Organizing Authority upstairs at the finish line station. Protests will be heard at Bayview Yacht Club, 100 Clairpointe, Detroit, MI beginning at 7:30 pm on the Monday after the race.

19. AWARDS – Awards will be presented as follows at the Long Distance Race/ North Channel Race Awards Ceremony at Bayview Yacht Club on Saturday, November 4, 2017 beginning at approximately 8:00 PM. Skippers and crew are welcome to enjoy dinner at Bayview Yacht Club prior to the Awards Ceremony.

BYC North Channel Race ELAPSED TIME RECORDS ~

Grosse Pointe Club Starting Line

Year	Boat	Class	Skipper	Time
2004	Gone	Int'l Etchells	Glenn Burton	7:46:25
2004	Dynamo Hum	PHRF	Paul Hulsey	7:39:50
2004	Draco	Cal 25	Brian Shenstone	9:14:31
1987	Das Boot	Crescent	Harold Kolter	9:19:12
2004	Das Boot	Express 27	Harold Kolter	8:17:36
2004	Regardless	C & C 35	Dan Padilla	8:07:54
2009	Rum Blur	Melges 24	Bora Gulari	8:01:31

Grosse Pointe Yacht Club Starting Line

Year	Boat	Class	Skipper	Time
1993	Coyote	Int'l Etchells	Griffin/Baun	7:56:39
1995	Legacy	C&C 35	Shefferly/Hedges/Shenstone	7:45:31
1993	Weather Edge	Express 27	Weatherston	8:02:28
1995	Dog Pound	Morgan 27	Hazebrook/Dennis	8:21:53
1995	Sizzle	J/24	Schudel	8:35:14
1995	Ballyhara	PHRF	Lemons	8:14:54
1993	Das Boot	Crescent	Kolter	8:41:43
1995	Annie Mayme	Cal 25	Schrieber	8:50:22

~ CLASS TROPHIES ~

- Morrill Dunn Trophy**
First Overall *
(All classes except C&C 35, PHRF)
- Richard C. Hill Trophy**
Second Overall *
(All classes except C&C 35, PHRF)
- The Presidents Trophy**
First Cal 25
- James Ficus Memorial Trophy**
First Crescent
- Mackinac Island Trident Trophy**
First Express 27
- White-McGregor Trophy**
First International Etchells
**According to the handicaps used for the race.*