

HELLY HANSEN



SAILING WORLD

2025 REGATTA SERIES

DETROIT



PROGRAM AND SAILING INSTRUCTIONS



WELCOME RACERS!

Dear competitors,

Bayview Yacht Club is delighted to welcome you to the 2025 Helly Hansen Sailing World Regatta Series Detroit. It is an honor to host this annual regatta and to welcome so many accomplished sailors.

At Bayview, we are all about sailboat racing. So, whether you are a regular competitor, new to the sport, or here to share the fun, we welcome you. We hope you feel at home during your time with us.

Thank you all for coming, racing, volunteering and celebrating this weekend with us. We hope your visit to Detroit is truly memorable. Our flag officers, directors, members and staff look forward to seeing you on and off the water.

Sincerely,
Paul Falcone
Commodore
Bayview Yacht Club



P.S. If you have a few spare moments, check out the "Challenge These Waters" exhibit at the Dossin Great Lakes Museum on Belle Isle. It showcases the history of our flagship event, the Bayview Mackinac Race, as well as sailing here in Detroit.

2025 Regatta Series Schedule

ST. PETERSBURG, FL
February 14-16
St. Petersburg Yacht Club

ANNAPOLIS, MD
May 2-4
Annapolis Yacht Club

DETROIT, MI
May 30-June 1
Bayview Yacht Club

CHICAGO, IL
June 6-8
Chicago Yacht Club

MARBLEHEAD, MA
July 24-27
Boston Yacht Club

CARIBBEAN CHAMPIONSHIP
October 25-November 1
British Virgin Islands

WELCOME TO THE 2025 HELLY HANSEN SAILING WORLD REGATTA SERIES



Helly Hansen is proud to be heading into our second decade of partnering with Sailing World as the title sponsor and exclusive apparel partner for the Sailing World Regatta Series. Like the competitors, this event is the highlight of our season and seeing our SWRS family at each of the stops is what makes this event so special. Passionate sailors from professionals to enthusiasts alike are the core of the Helly Hansen brand and fuel our obsession for driving innovation in gear to enable your day out on the water.

Our partners at Team One Newport will be live on site with a pop up shop and a full range of Helly Hansen Sailing World Regatta Series apparel and our new 2025 sailing collection. With new sun protection collections, featuring UPF 50+ protection wet or dry, along with many updated inshore racing pieces in both waterproof and quick dry executions. As always you can shop our online store for the event, jump over to the QR code below.



With a long list of first to market innovations necessitated by our passion for the water, this includes the first supple waterproof fabrics in 1877, the first fleece fabrics in 1961, the first technical base layers in 1970 and many more since then. To learn more about Helly Hansen's heritage and innovations, visit the QR code below.



Team One Newport
SWRS Online Store



Helly Hansen
Heritage



HELLY HANSEN



SAILING WORLD

2025 REGATTA SERIES

sailingworld.com/regatta-series

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SAILING WORLD MAGAZINE

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PERFORMANCE FOR ALL

TRANSFORM YOUR REGATTA

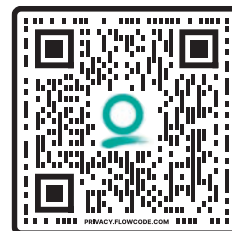
Great performance starts with great sails—but it's also about how you use them. That's why we're proud to partner with the Helly Hansen Sailing World Regatta Series to help every sailor elevate their game for their best regatta yet—no matter who made your sails.

Scan the QR code to access our on-site and virtual resources, including:

- / PRE-REGATTA WEBINARS
- / DAILY WEATHER BRIEFINGS
- / PRACTICE RACES
- / ONSITE & ON-THE-WATER COACHING
- / OVERNIGHT SERVICE



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DAVE GERBER

(312) 213-1181



KRIS WERNER

(585) 329-0500

SCHEDULE OF EVENTS DETROIT 2025

THURSDAY, MAY 29, 2025

1000-1830

Helly Hansen - Team One
Newport shop hours

1200

Quantum Sails coaching
session (all classes) with
Sailing World media team

1630-1830

Registration

1800

Skippers meeting and
weekend forecast

FRIDAY, MAY 30, 2025

0730

Quantum Weather and
BYC Grab N Go Breakfast

0800-1930

Helly Hansen - Team One
Newport shop hours

1030

First warning signal for
3-day race classes

1600-1830

Registration

1700-1930

Regatta Social: Live music,
appetizers and drinks

Race videos and daily
awards

1830

Mount Gay Rum Cocktail
Competition

SATURDAY, MAY 31, 2025

0730- 0830

Registration, Quantum
Weather and BYC Grab N
Go Breakfast

0800-1930

Helly Hansen - Team One
Newport shop hours

1000

Initial warning signal for
distance race

1030

First warning signal for all
classes

1700-2000

Regatta Social: Zoesette
and the Groove Band,
dinner and drinks

Race videos and daily
awards

SUNDAY, JUNE 1, 2025

0730

Quantum Weather and
BYC Grab N Go Breakfast

0800-1700

Helly Hansen - Team One
Newport shop hours

1000

Initial warning signal for
distance race

1030

First warning signal for all
classes

1500

No warning signal will be
made after this time

1600-1800

Regatta Social: Drinks,
race videos and daily
awards

Awards Presentation: All
classes and overall winner
for BVI Championship

Regatta activities will take place at Bayview Yacht Club.

The Regatta Social Pass fee is inclusive of appetizers on Friday, dinner buffet on Saturday,
soft drinks and sponsored beverages, live music, staff costs and gratuity.

Social passes may be purchased in advance on the race website.

Competitors' children under 18 may receive a complimentary pass.

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REGATTA SERIES-DETROIT
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HELLY HANSEN HERITAGE Norwegian Capt. Helly Juell Hansen founded the company in 1877, making the first supple, waterproof jacket, and allowing him and his crew to sail in rough conditions. The brand's oilskin jackets, trousers and other equipment quickly grew in popularity, giving rise to a loyal following and decades of innovations stemming from Helly Hansen's birthplace in the rugged fjords of Norway. With the introduction of Helly Tech waterproof breathable outerwear, the original fiberpile fleece midlayer, and the first technical base layer with Lifa, Helly Hansen pioneered the three-layer-system principle that sits as the basis of sailing and outdoor clothing.

HELLY HANSEN TODAY Helly Hansen is dedicated to producing the best sailing gear available for sailors of all kinds. From offshore racing to inshore sailing, coastal cruising, dinghy sailing, rainwear and marine lifestyle, Helly Hansen footwear and apparel are made to help you stay and feel alive out on the water. At the heart of every Helly Hansen product lies the spirit of the professional, because when you are confident in your gear, it lets you enjoy your time on the water. This is why Helly Hansen sailing products can be found on Olympians, national teams, world-record sailors and discerning enthusiasts around the globe. Helly Hansen is a proud sponsor of the Helly Hansen Sailing World Regatta Series, returning for the 11th year as the title this season. For more information, visit hellyhansen.com.



MOUNT GAY RUM The world's oldest rum distillery is proud to be the official spirits sponsor of the 2024 Helly Hansen Sailing World Regatta Series. The brand boasts a strong affiliation with sailing that dates back to the 17th century and continues today through its regatta sponsorships with the famous Mount Gay Rum post-race parties and the iconic Mount Gay red caps. For more information about Mount Gay Rum, please visit mountgayrum.com or follow @MountGayRum on Facebook and @MountGayRumUS on Instagram.



QUANTUM SAILS Since 1996, Quantum Sails has focused on providing the highest-performing products and the highest level of service and support to racing and cruising sailors of all levels. Quantum Sails is headquartered in Traverse City, Michigan, and boasts a network of over 70 owned and affiliated sail lofts around the globe. Today, Quantum Sails is equally relentless about delivering on its promise to help sailors pursue their passions and meet their challenges, offering a higher standard of service, customer care, education, service and mentorship.



MARLOW ROPES Marlow Ropes is a global rope manufacturer specializing in synthetic high-performance ropes. Its global reputation for quality, technical innovation and superior product performance has consolidated its position as the world's premium leisure marine rope brand. With over 200 years' experience in the rope manufacturing industry, its product ranges cover superyachts, grand-prix racers, cruisers, classics, dinghies, sportboats, windsurfing and kitesurfing.



SUNSAIL For over 45 years, Sunsail has delivered unique sailing experiences in the best cruising grounds the world has to offer. Driven by its passion for sailing, Sunsail knows exactly what you need in order to have the ultimate experience on the water. From racing to cruising, it has the unrivaled voyage you're looking for, which is what makes Sunsail the world's leading yacht charter provider. Its commitment to sailors has led Sunsail to be a proud sponsor of the Helly Hansen Sailing World Regatta Series year after year. For more information, please visit sunsail.com.



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SAILING INSTRUCTIONS

HELLY HANSEN SAILING WORLD REGATTA SERIES DETROIT

Including:

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J/35 Great Lakes Championship
Melges 24 Great Lakes Cup Series &
North American Sailing Series Qualifier
ORC Great Lakes Spring Championship
Santana 35 North American
Championship
Youth Keelboat Series**

**Bayview Yacht Club
May 30–June 1, 2025
Detroit, MI**

sailingworld.com/regatta-series

The notation “[NP]” in a rule in the Sailing Instructions (SI) means that instruction is not grounds for protest or a request for redress by a boat. This changes RRS 60.1 and 61.1(a).

1. RULES

1.1. The regatta shall be governed by the “rules” as defined in the Racing Rules of Sailing (RRS).

1.2. [DP] Broken sail stops made of yarn or rubber bands that fall in the water are trash, even if they are biodegradable. Putting sail stops in the water breaks RRS 47 (see US Sailing Appeal/Question 110).

1.3. The prescriptions of US Sailing shall apply at all times, except as noted in NOR 1.4 and the US Sailing prescription to RRS 88.2.

1.4. For other rules and documents that apply, please refer to the Notice of Race (NoR).

2. CHANGES TO SAILING INSTRUCTIONS

1. Any change to the sailing instructions shall be posted by 0900 on the day it will take effect, except that any change in the schedule of races shall be posted by 2000 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

3.1. Notices to competitors shall be posted on the official notice board located at https://www.yachtscore.com/notice_board_summary/16897. An unofficial notice board may be maintained at BYC in the Mackinac Room.

3.2. There will be a competitors’ welcome for all classes on Thursday, May 29, at 1800. The location will be posted on the official notice board.

3.3. Refer to Attachment A for the VHF channels for each division. Distance races will use the division VHF channels used for their start area.

4. CODE OF CONDUCT

2. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

5.1. Signals ashore will be displayed from the flagpole on the south lawn (riverside) of BYC. Signals ashore flown below a division flag (Alpha, Bravo, Charlie) apply to that division only. Signals ashore without a division flag apply to all divisions. If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the three divisions’ VHF radio channels between 0830 and 0900 EDT.

5.2. For Division Alpha, when flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in race signal AP.

5.3. For divisions Bravo and Charlie, when flag AP is displayed ashore, “1 minute” is replaced with “not less than 75 minutes” in race signal AP.

6. SCHEDULE OF RACES

6.1. Friday, May 30: For the classes racing all three days, see Attachment A for the division assignments.

6.2. Saturday and Sunday, May 31 and June 1: All classes racing windward/leeward courses, plus one distance race each day. For distance racing classes, see Attachment E.

6.3. The scheduled warning signal for the windward/leeward races each day is at 1030.

6.4. The race committee will attempt to run as many windward/leeward races per day as weather conditions permit. There is no maximum number of races.

6.5. On the last scheduled day of racing, no warning signal will be made after 1500.

7. CLASS FLAGS

7.1. Refer to Attachment A for a description of the warning signal flags and the classes assigned to each division racing area for the windward/leeward racing only.

7.2. Refer to Attachment E for a description of the warning signal flags for the distance racing.

8. RACING AREAS

8.1. Refer to Attachment B for a chart of the division racing areas.

8.2. Division A will race in the Detroit River, to the southeast of Bayview Yacht Club.

8.3. The center of divisions located in Lake St. Clair is as follows:
Division B: Approximately 4.6 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.
Division C: Approximately 2.5 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.
Distance races: See Attachment E

8.4. The Peche Island Range Rear Light is in lower Lake St. Clair, approximately 1.5 nm upstream from Bayview Yacht Club and is visible from the lawn in front of the clubhouse in normal conditions. Crews are cautioned to allow adequate time to reach the appropriate racing areas in prevailing conditions for the first scheduled warning signal each day.

9. THE COURSES

9.1. The diagrams in Attachment C show the windward/leeward courses (including the course designation number), the order in which to round marks, and the side on which each mark is to be left.

SAILING INSTRUCTIONS

9.2. The race committee intends to have a gate at the leeward end of the course and an offset at the windward mark. If there is no gate, the single leeward mark shall be left to port. If there is no offset, the single windward mark will be left to port.

9.3. The race committee signal vessel shall display on its starboard side the designated course number on a placard and may also display the approximate compass bearing and distance of the first leg.

9.4. Distance racecourses are described in Attachment E.

10. MARKS

10.1. Refer to Attachment D for divisions B and C mark descriptions. Attachment E describes the distance race marks.

10.2. [NP] The race committee intends to use robotic marks for Division A. Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS 31 still applies.

10.3. In the event a robotic mark malfunctions, the race committee will either anchor it or replace it with an inflatable mark.

11. OBSTRUCTIONS

11.1. Competitors are cautioned not to sail closer than 100 yards to the Peche Island Range Rear Light or between the Peche Island Range Rear Light and Peche Island at any time (refer to NOAA Chart 14850).

11.2. [DP] Commercial ships transiting the St. Clair Ship Channel are severely limited in their maneuverability. A boat shall not interfere with a commercial vessel in the St. Clair Ship Channel.

12. THE START

12.1. The starting line shall be between a staff displaying an orange flag on the signal vessel and the course side of

the starting pin mark as described in Attachment D.

12.2. The race committee signal vessels will have a protection (barging) buoy held in place at the stern of the vessel. Since it is intentionally attached, it is part of the starting mark by definition. RRS 31 applies to the protection buoy and its attachment apparatus.

12.3. [DP] Classes whose warning signal has not been made shall avoid the starting area during the starting sequence for classes.

12.4. A boat starting later than 5 minutes after its starting signal shall be scored Did Not Start without a hearing. This changes RRS A5.

12.5. [NP] If any part of a boat's hull is on the course side of the starting line at its starting signal and it is identified, the race committee will attempt to broadcast its sail number on the assigned division VHF channel.

12.6. After the first race of the day, it is the intention of the race committee to start subsequent races as soon as practicable after the last boat of each class finishes the previous race.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1. If there is a significant wind shift during a series of starting sequences, the race committee may signal a change of course for a class not started as follows: Flag C will be displayed at or before the warning signal for that class with multiple sounds. The magnetic bearing of the new weather mark will be displayed. Flag C will continue to be displayed to each class for which the changed Mark 1 applies.

13.2. To change the next windward leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13.3. When a gate is moved, the original marks will be used.

13.4. The race committee may, without

signal, move a mark to change the direction up to 5 degrees or the length up to 5 percent of the previous length, or adjust the angle or width of the leeward gate, provided that no boat is sailing to the mark.

14. THE FINISH

14.1. The finishing line shall be between a staff displaying a blue flag on the signal vessel and the course side of the mark described in Attachment D.

14.2. For a downwind finish, the finishing mark will be on the RC signal vessel's starboard side. For an upwind finish, the finishing mark will be on the RC signal vessel's port side. Refer to the diagrams in Attachment C.

15. TIME LIMITS

15.1. The time limit for each race on all windward/leeward divisions is 90 minutes

15.2. If no boat has passed Mark 1 (the initial windward mark) within 30 minutes, the race will be abandoned.

15.3. The finishing window is 30 minutes for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the finishing window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.

15.4. The time limit for the distance races will be 5 hours.

15.5. The finishing window for the distance racing is 2 hours for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the finishing window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.

16. PENALTY SYSTEM

RRS Appendix V shall apply.

17. HEARING REQUESTS

17.1. Hearing request forms will be available online on the Yacht Scoring website, or at the protest desk located

SAILING INSTRUCTIONS

near the Sailing Center Room on the second floor of BYC.

17.2. Protests and requests for redress or reopening shall be delivered to the jury secretary at the protest desk within the appropriate time limit.

17.3. For each class, the protest time limit is 75 minutes after the docking of the race committee signal vessel for the racing division of the protesting boat.

17.4. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

17.5. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 60.1.

17.6. The race committee or protest committee may protest a boat for breaking NoR 14.2 based on information received from any source. The protest time limit does not apply. This changes RRS 60.3.

18. SCORING

18.1. PHRF classes will be scored Time-on-Time (TOT).

18.2. [NP] ORC classes racing windward/leeward courses will be scored using 5 Band W/L scoring. ORC classes racing distance races will be scored using 5 Band A/P scoring unless conditions dictate another scoring option.

18.3. A boat scored TLE shall be scored points for the finishing place two more than the finishing place of the last boat that sailed the course within the finishing window and was not penalized under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.

18.4. One race is required to be completed to constitute a championship.

18.5. In accordance with RRS A2.1, a boat's series score is the total of its race scores with one race excluded after five races have been completed.

19. SAFETY REGULATIONS [DP][NP]

19.1. Check-in: Before the start of the first race of the day, competitors are requested to sail or motor past the

stern of the signal vessel on starboard tack and hail their sail number until acknowledged.

19.2. Retirement: A boat that retires from a race shall notify the race committee as soon as possible.

19.3. RRS 40 (Personal Buoyancy) is replaced by: "It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant."

20. REPLACEMENT OF CREW OR EQUIPMENT [DP][NP]

20.1. Substitution of crew shall not be allowed without prior written approval of the race committee.

20.2. The substitution of damaged or lost equipment shall not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

21. HAUL-OUT RESTRICTIONS

[DP] Keelboats shall not be hauled out during the regatta except without written permission of the race committee.

22. PRIZES

See NoR Section 16 for prizes to be awarded.

23. RISK STATEMENT

23.1. Competitors participate in the regatta entirely at their own risk. 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. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

23.2. It is the skipper's obligation to ensure that each crewmember's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

24. ENVIRONMENTAL

All SWRS events serve as collection points for sails and lines to repurpose. Bring your old lines and sails to the regatta to upcycle and give new purpose; Bayview Yacht Club near the Helly Hansen - Team One Newport Shop will serve as the collection point at this event.

The Regatta Series is continuing to work with Sailors for the Sea Powered by Oceana to maintain a silver level-certified clean regatta. Please bring your reusable water bottles, consider car-pooling and utilizing bike-shares, and limit provisioning your boat with single-use plastics. Visit sailorsforthesea.org to learn more.

ATTACHMENTS will be posted on the Yacht Scoring website under "Documents and Forms."

Attachment A
Warning Signals/Division Assignments/
VHF Channels

Attachment B
Location of Division Racing Areas

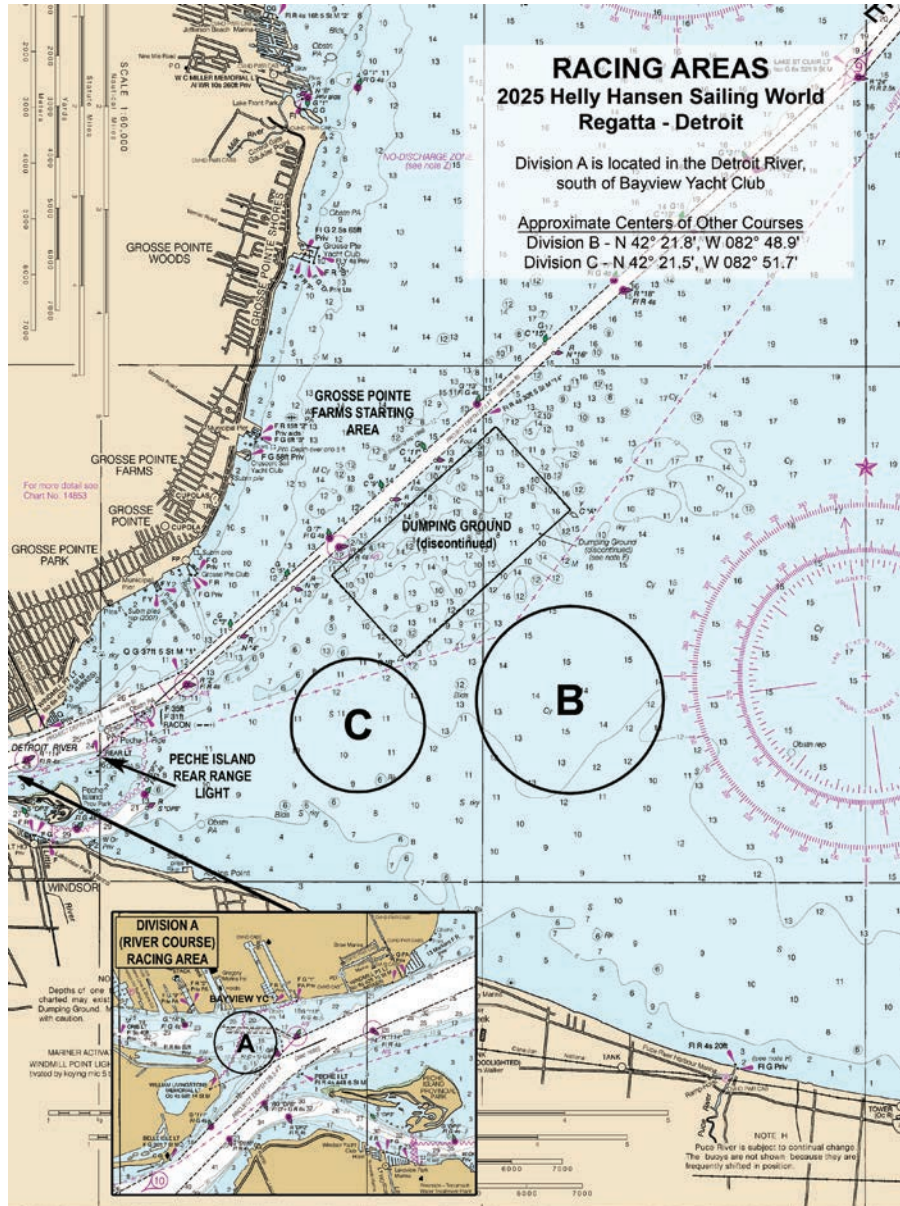
Attachment C
Windward/Leeward Course Diagrams

Attachment D
Division Mark Descriptions

Attachment E
Distance Race Supplemental Sailing
Instructions and Courses

CHART FOR CIRCLES

ATTACHMENT B Location of Division Racing Areas



SAILING INSTRUCTIONS

ATTACHMENT C Illustrating the Windward/Leeward Courses

Courses 4 and 6 (Not to Scale)

Course 4: START-1-1a-2P/2S-1-1a-FINISH
(2 laps/4 legs, downwind finish)

Course 6: START-1-1a-2P/2S-1-1a-FINISH
(3 laps/6 legs, downwind finish)

Mark 2 may be either a gate or a single mark to port

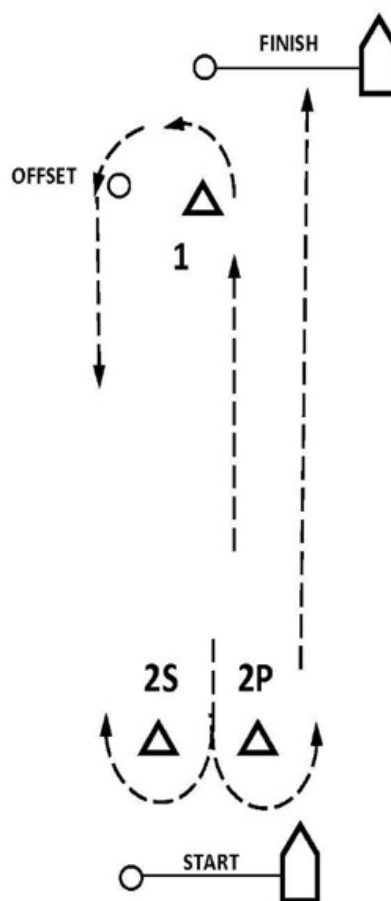


Courses 3 and 5 Diagram and ROUNDING ORDER (Not to Scale)

Course 3: START-1-Offset-2P/2S-FINISH
(1 1/2 laps/3 legs, upwind finish)

Course 5: START-1-Offset-2P/2S-1-Offset-2P/2S-FINISH
(2 1/2 laps/5 legs, upwind finish)

Mark 2 may be either a gate or a single mark to port



If one of the gate marks is missing, the remaining mark is to be rounded to port.
There will be no offset mark when a changed Mark 1 is set.



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DISTANCE RACE SAILING INSTRUCTIONS

1. SCHEDULE OF RACES

1.1. Saturday, June 1: 1000 first warning, Grosse Pointe Farms starting area.

1.2. Sunday, June 2: 1000 first warning, Division B starting area.

2. CLASS FLAGS

2.1. For the ORC class, the warning signal class flag will be numeral pennant one.

2.2. For the PHRF class, the warning signal class flag will be numeral pennant two.

3. RACING AREAS

3.1. Refer to Attachment B for a chart of the division racing areas.

3.2. The race committee signal vessel will display code flag Delta (yellow/blue/yellow horizontal stripes) to identify it as the starting vessel for the distance races.

3.3. Deep draft boats (>6 ft.) are cautioned to avoid the dumping grounds to the south-east of the ship channel, between markers R8 and R14. Refer to NOAA chart 14850.

4. THE COURSES

4.1. There are three different courses of varying lengths for each racing day. The RC will select the course to be sailed by all boats based on weather conditions to complete the race within the time limit.

4.2. The RC will set Mark 1 approximately 1 nm upwind of the signal vessel.

4.3. The rounding side for Mark 1 will be indicated by a placard on the signal vessel. If a red square is displayed, Mark 1 is to be rounded to port. If a green triangle is displayed, Mark 1 is to be rounded to starboard.

4.4. Courses starting from Grosse Pointe Farms starting area (Saturday, May 31):

Course 1 – Approximately 22.5 nm

Start - Mark 1 - 1a - LSC ODAS Lighted Buoy 45147 (to port) - G23 "St Clair Light" (to port) - Upper and Lower Range lights (left to port) - Finish (Bayview Yacht Club)

Course 2 – Approximately 16.5 nm

Start - Mark 1 - 1a - G23 "St Clair Light" (to stbd.) - Upper and Lower Range lights (left to port) - Finish (Bayview Yacht Club)

Course 3 – Approximately 11.0 nm

Start - Mark 1 - 1a - G17 (to stbd.) - Upper and Lower Range lights (left to port) - Finish (Bayview Yacht Club)

4.5. Courses starting from Division B starting area (Sunday, June 1):

Course 1 – Approximately 20.5 nm

Start - Mark 1 - 1a - LSC ODAS Lighted Buoy 45147 (to port) - G17 (to port) - Upper and Lower Range lights (left to port) - Finish (Bayview Yacht Club)

Course 2 – Approximately 14.5 nm

Start - Mark 1 - 1a - G17 (to port) - Upper and Lower Range lights (left to port) - Finish (Bayview Yacht Club)

Course 3 – Approximately 6.5 nm

Start - Mark 1 - 1a - R4 (to port) - Upper and Lower Range lights (left to port) - Finish (Bayview Yacht Club)

5. MARKS

5.1. Mark 1 will be a red tetrahedron.

5.2. Mark 1a (the offset) will be an orange ball.

5.3. The starting mark will be an inflatable cylinder.

5.4. The finish mark will be a red tetrahedron.

5.5. Other marks are described in the table below (locations are approximate):

NOTE: The LSC ODAS Lighted Buoy #45147 has not yet been set by Environment Canada. If it is not set by 5/31/2025, it will be replaced by an orange tetrahedron.

6. THE START

6.1. The starting line shall be between a staff displaying an orange flag on the signal vessel and the course side of the starting mark as described in SSI 5.3.

7. THE FINISH

7.1 The finishing line shall be between a staff displaying a blue flag on the balcony at Bayview Yacht Club and the course side of the mark described in SSI 5.4.

ATTACHMENT D Division Mark Descriptions

MARK	Govt. ID	CHARACTERISTICS	LOCATION	LAT42N	LON82W
Grosse Pointe Farms Starting Area	N/A	N/A	0.75 nm E of Crescent Sail YC	24.400	51.900
Division B Center	N/A	N/A	4.5 nm E of Peche Island	21.200	48.900
BayviewYC Finish Line	N/A	Rear Range Light			
BayviewYC Finish Line	N/A	Blue flag onshore and red tetrahedron	Bayview Yacht Club	21.309	57.126
Peche Island Rear Range	PIRRL	Skeletal tower (114 ft.) on round concrete base	1.56 nm E of Bayview YC	21.215	55.024
Peche Island Upper Range	PIURL	Skeletal tower (35 ft.) on round concrete base	0.61 nm NE of Peche Island	21.623	54.418
LSC ODA5 Lighted Buoy	45147	Rear Range Light			
LSC ODA5 Lighted Buoy	45147	Yellow Weather Buoy	11.5 nm ENE of Peche Island	25.808	40.997
St. Clair Light	G23	Green Lighthouse	5.5 nm ENE of Grosse Pointe YC	27.908	45.270
G17	G17	Glighted buoy 17 Fl G4S	2.9 nm E of Grosse Pointe YC	25.839	48.297
R4	R4	R Nun buoy 4	1.2 nm NE of Peche Island	22.370	53.188
		Upper Range Light			

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EMBRACE THE CHECKLIST

“TICKING THE BOXES” IS A PHRASE OFTEN USED BY TOP SAILING TEAMS, AND THAT’S FOR GOOD REASON. WHEN IT COMES TO WINNING RACES, THERE’S NOTHING TOO TRIVIAL FOR THE TO-DO LIST.

BY MAGGIE SHEA



IN SAILING, there are two things we can all count on when we hit the water. The first is that you will encounter some amount of uncertainty, and the second is that everyone—you, your teammates, your competitors, and even the race committee—will all eventually make mistakes. Whether we’re competing at the Olympics, the Orange Bowl or our weeknight beer-can series, each of us will have our slipups, possibly without ever knowing. The winner simply makes the fewest, or least consequential, mistakes.

Strategies for success are simply any effort that anticipates and minimizes mistakes—not necessarily eliminating them outright, because we are human after all. No single strategy is bulletproof, and everyone has a different way of seeing the world, so we have to find the approach that works for each of us, an approach that can be repeated on a daily basis.

To get started, I highly recommend a book called *Checklist Manifesto* by Atul Gawande. Gawande demonstrates how even the most skilled experts in many fields make preventable errors that can be minimized by using checklists. Pilots, for instance, follow preflight

checklists to ensure all essential safety measures are completed, rather than depending solely on memory or routine. The aviation industry accepts the fallibility of the human brain, and in sailing we should too. Whether we are checking over the boat after rigging, pushing off the dock for the first race, or packing the spinnaker between races, under stress, our brains can skip over regular and crucial steps. So, putting structure and routine around mundane but consequential tasks will go a long way in minimizing mistakes.

Over two Olympic campaigns with my teammate, Stephanie Roble, we lived by our pre-race checklist. Every day, when we hit the slipway to launch, I would say our checklist aloud to her: “Stern plug, tracker and signed out?” Without fail, she would respond: “Yes, yes, yes!” This ritual allowed us to avoid losing points or warmup time due to embarrassing procedural errors, like forgetting to sign out at the race office or filling our boat with water. If your boat has a stern plug, you know what I’m talking about. Our checklist allowed us to share the burden of routine high-stakes tasks and added predictability

to somewhat annoying questions, like, “Did you remember the stern plug?”

Equipment preparation is another area that benefits greatly from checklists. Preventive gear maintenance is a controllable variable that may not win races for you, but failing to do it can potentially cost you points, money and time. Over the past six years of Olympic sailing, our team had extensive boatwork checklists that helped us avoid losing points in a single race due to gear failure. Any time we had a gear failure on the water, we would add another line to our checklist or another item to our spare kit. We also derived some confidence from knowing that we had inspected all the pins, split rings and bolts. Knowing that your boat is in top shape is an easy confidence booster.

And this is not a routine exclusive to Olympians and professional teams. Think of how you can apply it to your weekend club racing program. It happens a lot where someone’s rushing to the boat from work, delayed in traffic or trying to find a parking spot. A checklist could and should include a simple head count, a sail inventory confirmation, and a spot check of the crucial rigging

A detailed work list ensures that no essential boatwork is overlooked before leaving the dock, and even a laminated checklist on board with pre-race to-dos will help the team start and sail every race with the same methodical approach.

PHOTOS: WALTER COOPER

steps. To ensure it happens every week, assign one crew to confirm the checklist before dock lines are cast.

Checklist routines can also help keep communication positive and predictable. Often, our emotional reactions to the previous race—whether good or bad—permeates the post-race debrief. It can be really hard to talk about the takeaways from a race that didn’t go according to plan. This is where routine comes in. As a team, decide what questions you are going to answer and when. Then keep it consistent. We found it helpful for everyone to have a minute to regroup, grab water and cool off, and then have a predictable set of questions to answer that would help us learn and reset for the next race.

In a sport characterized by elements beyond your control, checklists and routine can minimize preventable mistakes and free up mental space for the creative decision-making that wins races. ■

BATTLING IN BAREBOATS

THE STRAW HAT CREW HAD THE CARIBBEAN CHAMPIONSHIP IN THEIR GRASP, BUT THE DEFENDERS HAD THE ENDGAME.

BY MICHAEL WELCH

WE ALL KNOW what happens when six champion one-design keelboat teams meet in the British Virgin Islands to race for glory in 43-foot bareboats of dubious equality. It's a whole lotta fun, frustration and challenges by the day, but it's one heck of a sailing adventure that comes with an equal-size rum buzz. For my teammates from the J/35 Falcon, winners of the 2024 Helly Hansen Sailing World Regatta Series in Detroit, and present in our signature straw hats, that's how this Caribbean Championship plays out.

Our BVI adventure begins at the Sunsail base in Road Town, Tortola, where the first order of business is to source a whisker pole for the boat's furling jib. Fellow team member Jim Allen and I set out to recon nearby boatyards, where a friendly charter captain merely wishes us luck in securing one. So, it's plan B: With a trip to a local lumber yard, we score 14 feet of two-by-four. Our crewmate Freddie Blackmer drills for four hours, and rigs the lines and blocks he's packed with him.

With our whisker pole approved by the regatta's "technical committee," the bareboat's bottom cleaned by local divers, and the vessel properly provisioned, we're as ready as we can be. Over on the mothership catamaran, which is packed with friends and family, the Straw Hat Crew is eager for whatever comes our way.

The first race of the weeklong island-hopping regatta is our first chance to see how we measure up against the competition. The long first leg is an upwind beat, which is a learning curve, to say the least. Our baggy Dacron sails certainly aren't what we're used to trimming, but we work them hard, playing the vang and halyard tension in the puffs, and easing everything in the lulls.

The charter captain we'd met during our pole search had tipped us off to which way to go on this leg, and he was spot-on, but



Annapolis' Team Mirage—two-time defending champs led by Cedric Lewis and his partner Fred Salvesen—is right on our tail when we score our first race win at the finish inside Tortola's Trellis Bay. We celebrate with a few adult beverages and dancing by the fire on the beach, comfortable with the knowledge that we had a competitive boat.

After spelunking the boulders of The Baths the next morning, it's a bareboat battle to Leverick Bay, in Virgin Gorda Sound. We're late for the broad-reach start, tangled with Team Casting Couch, from Annapolis, but we battle like heck searching for puffs over the next few hours and score a third. It's a keeper, but Team Mirage finishes ahead of us.

Our plan for this night is to win the Mount Gay Rum drink-recipe contest with a BVI version of the Hummer (a nod to Bayview YC's legendary bartender Jerome Adams). But ice cream is nowhere to be found, and our provisioning expedition returns with half-and-half, vanilla extract and ice cubes. The results are terrible. Expedition No. 2 returns with a bizarre rum-raisin, lactose-free, fat-free

healthy alternative, and in the end, the judges agree that rum and ice cream are a winning combination.

Having overserved Hummer test batches, we have a crack-of-0800 race start to the island of Anegada the next morning. And what do you know? We're cozy with the Casting Couchies again. But after a long and fast race, we break free and score another win. Mirage is fourth. Time to bar-hop and chow down some fresh lobster.

Scrub Island is our next destination—a long upwind slog across the Caribbean Sea and a second-place finish. Team Mirage is back in fourth place again, and we start thinking that maybe, just maybe, we can pull off an upset. It's not looking good for the champs.

Popping into the Scrub Island Resort for the night is a welcome change from life on the mooring ball. Real showers, shore power and tank refills get the Straw Hat race boat and mothership crews back to civility. And here I finally have a chance to chat with our PRO Dick Neville, who maybe senses that we're taking this whole thing too seriously.

"It's supposed to be fun," he says. To treat it otherwise is the wrong

Michael Welch and the Straw Hat Crew—Helly Hansen Sailing World Regatta Series Detroit winners—enter Virgin Gorda Sound, with Cate and Allen Terhune's Casting Couch team in pursuit.

PHOTO: NICK WOVIOTIS

idea. "It's not the North Americans."

I smile politely. But I'm not buying all of what he's selling. We race to win, right? And why is he telling me this? Do I look stressed? We're having a ball, but honestly, we are here for the double: We want the title and the party. But I know what he's getting at, and his words linger in my head as I wander back to the poolside bar to hang out with the crew.

Scrub Island to Sandy Cay is the next challenge, and the angle is a beamish reach. We haven't yet used our two-by-four pole contraption, and while we nail the start and jump into a big lead, deploying the cumbersome piece of lumber takes a good 10 minutes. *To be continued...*



Head over to sailingworld.com to read the full story.

PHOTO GALLERY DETROIT 2024





RACE RESULTS DETROIT 2024

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BUOY RACING

ORC A

1	USA3 5046	Katana	James Cresswell	3
2	2	Eagle One	Timothy LaRiviere	3
3	USA 40025	Solution (Corinthian)	William Francis	10

ORC A - Junior Team

1	USA 45	TRIDENT	Kent Colpaert	12
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ORC B

1	USA 52833	Power Trip	James/Paul Kraft	3
2	USA 93101	Remedy	David Bauermeister	4
3	USA 595	Merak	Adnan Medic	8

Spinnaker

1	USA 25669	Notso EZ Money	Michael medwid	7
2	CAN 4605	Underdog	Cameron Paine	7
3	USA 35427	Epic	Ray & Winnie Adams	8

J/70

1	USA 313	313 (Mixed Plus)	Tod Sackett	17
2	USA 389	SLINGSHOT	Wes Whitmyer Jr.	21
3	USA 1029	Miss Killer (Corinthian)	Don Glover	40

Melges 15

1	USA 572	AirForce	Perrin Fortune	9
2	USA 470	RacerX	Jeanne Ehrenberg	9
3	USA 288	USA 288	Kevin Meier	24

J/35

1	43828	Falcon	Mike Welch	16
2	USA 42968	Mr Bill's Wild Ride	William Wildner	18
3	USA 40935	FireFly	Sheri Dufresne	24

J/111

1	USA 136	Shamrock	Jeffrey Davis	9
2	USA 61666	Diablo	Brad Kimmel/Steve Young	25
3	USA 111	Black Seal	Kevin & Seth Young	26

J/120

1	USA 25328	Hot Ticket	Mike & Bob Kirkman 2	3
2	USA 50793	Proof	Michael Fozo	24
3	USA 25497	Kairos	Greg Baker	25

ORC (Sat/Sun)

1	USA 998	DeTour	Chuck Stormes	6
2	43985	Peacemaker	Jeff Sampson	13
3	USA 15004	Fast Tango (Corinthian)	Tim Prophit	20

CAL 25 (Sat/Sun)

1	USA 688	Thor	Keith Ziegler	10
2	USA 5633	Hercules Mulligan	Sandi Svoboda	21
3	1496/2631	White Fang	Rudy Wedenoja	24

Melges 24

1	USA 830	Monsoon	Bruce Ayres	15
2	CAN 629	Surprise (Corinthian)	Dan Berezin	22
3	CAN 031	Rush	Mike Gozzard	29

Tartan 10

1	USA 376	Hooligan: Flat Stanley Racing	Trey Sheehan	15
2	217	Two Trailer Park Girls	Adam Prettyman	26
3	USA 343	Team Iball	Scott Irwin	27

Santana 35

1	USA 15056	Avatar	Andrew Morlan	21
2	23756	Shape	Chris Benedict	23
3	USA 15054	Flash	Matt Schriner	24





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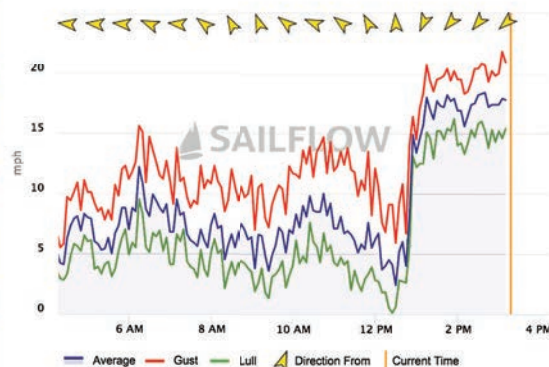
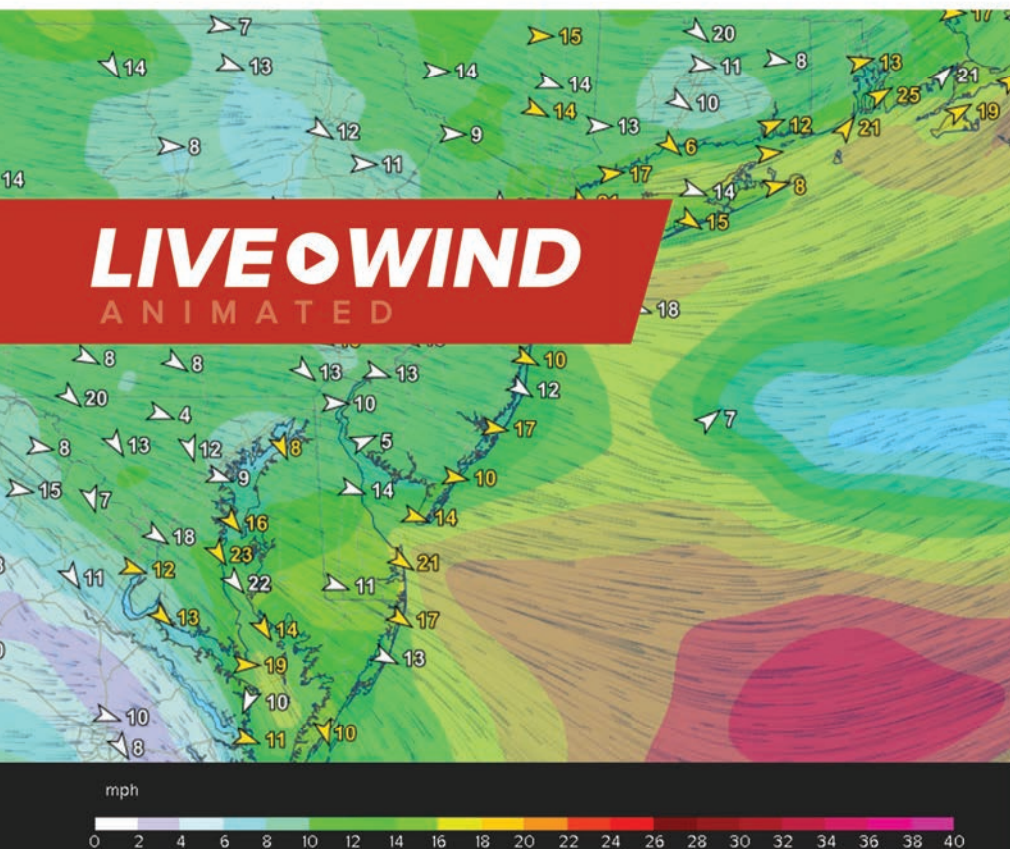
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THERE'S MORE FUN IN FUNDAMENTALS

SAILBOAT RACING CAN SEEM LIKE A COMPLICATED SPORT, BUT THERE REALLY ARE JUST FIVE MAIN THINGS TO FOCUS ON THAT WILL HELP YOU GET AROUND THE RACECOURSE CONSISTENTLY IN THE TOP OF THE FLEET.

STRATEGY BY STEVE HUNT

THE FIRST THREE fundamentals for consistent results are focused on tactical rules of thumb, and they are extremely important. No. 1 is to sail in more wind. After all, it's wind that makes sailboats move, right? You could probably ask someone who's never raced a sailboat before what would make a sailboat go faster, and they could tell you more wind. So, it is vital to look up the course before the start and, when you're going upwind, to be obsessed with hunting for more breeze.

When you're going downwind, you will be looking behind you. As simple as this might sound, it's amazing how many eyes on most boats are looking forward. Darker water texture is what you're looking for. More wind creates a darker look because the wind creates wavelets that have shadows making them look darker than areas of less wind. Picture a glassy lake—that's no wind. But as soon as wind flow hits that surface, you will see a defined area of darkness. Top sailors often say, "The darker, the windier." So put your boat in that wind, and then refer to Rule No. 2.

Rule No. 2 is to sail toward the mark. Some people call this tack the "long tack," so we could also say to "sail the long tack."

After racing, you also might hear people referencing the lifted tack upwind and the headed jibe downwind. This is all true and relevant, but I like to keep it simple and think of it as sailing toward the mark. I mean, why would we sail away



[Above] Everything is easier with a clean start. From there, the fundamentals come easily: Look for more wind, sail toward the mark, and avoid traffic. [Opposite] Separation from packs of boats downwind can allow you to get to better wind or take advantage of shifts.

PHOTOS: WALTER COOPER

from the mark?

The short explanation is that—most of the time—one tack is longer than the other. The only time that one tack isn't longer than the other is when you're exactly in the center of the course. The race committee often sets marks in a way that creates a long tack, meaning the course is not perfectly square. Then, with any windshift, it changes even more. Also, while racing, you're usually headed toward one side of the course, and while doing so, the other tack is becoming longer.

So why sail toward the mark? If you think about it, your ultimate destination is always the next mark you have to round or the finish line. Sailing toward

it does many things for you, including but not limited to positioning yourself between the competition and the next mark, and enjoying more wind before others get it while sailing upwind. It also keeps your tactical options open by keeping you away from the layline too early in the leg, and most importantly, it helps you sail less distance. So, you should often be asking yourself, *If I were to tack or jibe right now, would I be sailing closer to the mark?* If the answer is yes, most likely you should do it. The only time you might not is when referencing Rule No. 1, which is positioning your boat in more wind. Sometimes you might briefly sail away from the mark on the shorter tack to put

your boat in more wind, and once you're in it, you then tack or jibe to sail toward the mark.

Rule No. 3 helps simplify racing, and it is simply: Keep it simple. Good races are usually fairly simple in nature, meaning you don't tack and jibe a million times or get tangled up with other boats. You could draw it out on a piece of paper as a nice simple lap around the race track. The course you sail might look something like this: crossing the starting line, going straight for a while, tacking, sailing all the way to the starboard layline, and tacking back to round the mark. Or maybe, at most, you do four tacks on the first upwind leg.

If you're not sure if you should tack or jibe, you typically should not do either.

Keep it simple also captures the theory of not being over the starting line early or fouling other boats. You want to finish with all numbers, no letters, in your score line, which are ideally low single-digit finishes. If you find yourself over the line often or you're fouling other boats and getting disqualified, or having to do penalty turns, you're just complicating the race and making it much more difficult to do well.

Let's summarize that one more time to drive home the point: Sail in more wind, sail toward the mark, and keep it simple.

That's 80 percent of sailboat racing right there. The next two keys are to start in the front row and sail your boat fast. Before the starting sequence begins with signals and flags, you should do a few



practice runs at the start to get a feel for the starting line and the conditions. Then, on the actual start, position yourself in the front row. If you can have a nice acceleration and you are in the front row of boats, you're off to a good start. The goal is just to be able to sail straight for a few minutes with no drama and without having to tack unless you choose to. If you can do this, you'll be in the top 20 percent of the fleet at the first mark.

From there, the final tip is to sail your boat fast and concentrate on boatspeed—your boatspeed. Especially once you have satisfied rules No. 1 and 2, sailing in the most wind and sailing toward the mark. Locking in and focusing on

speed can set you ahead of the competition right away, which does two things: It opens up the racecourse and allows you to get to better wind rather than fighting through bad air, and everything is much easier when there are fewer boats to get tangled up with. In reality, it's all just like NASCAR, Formula One or a marathon: Get ahead of the pack, control your own race, and set the pace.

There are many topics that we could cover in regard to boatspeed, but the simple version is to focus on your angle to the wind, which is also commonly referred to as "angle of attack." Keeping your boat at the proper angle to the wind, often indicated by the

telltails on the front of the jib, you'll maximize your speed. Trim the sails in for upwind. Keep those telltales streaming straight back, and away you go. Downwind, you should aim the boat to where you want to go, ease the sails until they slightly luff in front, then pull them back in a little. Doing so makes sure they are max eased but not luffing, which is fast. Then you simply sail down in the puffs and head up in the lulls to keep the boat moving fast. Don't cleat those sheets—be ready to make the quick adjustment.

Some sailors teach that the one thing to think about regarding speed is heel angle, which encapsulates a few different parts of boatspeed, such as sail trim, body position,

and angle to the wind. Every boat has an ideal heel angle, and if you are moving well through the water, keeping the heel angle constant and perfect for the type of boat you have will set you ahead of the competition.

So, let's review one more time: Start in the front row, sail the boat fast, and stick to the three fundamental rules of tactics. You are guaranteed to do well and have more fun. ■

Editor's note: Contributor Steve Hunt has launched a comprehensive online website at stevehuntsailing.com, loaded with videos and tutorials from elite sailors around the world.

MEET THE ON-THE-WATER TEAM

DICK NEVILLE

Dick Neville is chairman of the Storm Trysail Club Race Committee and co-chair of the Annapolis YC race committee. He is from Annapolis and has been a race officer for 25-plus years. He has been fortunate to be invited to help run regattas in locations like South Africa, Croatia, Sardinia, the Caribbean, Michigan, Florida and Rhode Island. His favorite place to sail or be on the water is the Caribbean.

MATT BOUNDS

PRO / Division C | VHF Channel 71

Matt Bounds spent his early years racing Sunfish and Lasers on the lower Chesapeake Bay out of Fishing Bay Yacht Club. He transitioned to catamarans in the mid-'70s and raced a Hobie 16 and Hobie 17 throughout the '80s and '90s. His love of sailing led to a degree in naval architecture from the University of Michigan in 1982. He returned to Michigan after a three-year stint at the Bath Iron Works shipyard in Maine and has lived in the Detroit area ever since. ¶ In the mid-2000s, Matt became more interested in race management and judging. He became an International Race Officer in 2024 and National Judge in 2014. ¶ Matt has been the race officer at many classes' major championships, including catamarans, dinghies and keelboats. He led the teams that were awarded US Sailing's St. Petersburg trophy for Excellence in Race Management in 2015 (T-10s) and 2021 (Thistles). Matt continues to race catamarans, with five North American championships to his credit and winning the US Sailing Multihull National Championship in 2019. ¶ Matt's race management philosophy is: "It's all about the sailors. The vast majority aren't there to win, they're there to have a good time. It's my job as a race officer to make sure they have fair competition and enjoy themselves. If I do my job well, they will never remember my name, and that's the way it should be." Matt is intimately familiar with the Detroit/Lake St. Clair venue, which can be challenging due to current, variable winds and powerboat-driven chop—but it's his favorite place to run races. "If it was easy, anybody could do it."

SCOTT CORDER

PRO / Division A | VHF Channel 72

Scott Corder has been racing his 30-foot S2 9.1 Meter one-design for 30 years, including several trips to the Sailing World Chicago NOOD in the mid- to late 1990s. He has been active in race management for over 20 years and has been a US Sailing Certified Regional Race Officer since 2015. ¶ Scott is probably most widely known for his fervent support of youth, high school and collegiate sailing. Each year, he and his wife, a Certified Club Judge, spend 40 to 50 days on the water running fleet, team and match race events for sailors ages 6 to 26. ¶ Scott sits on the Midwest Collegiate Sailing Association Board of Governors, serves on the Intercollegiate Sailing Association National Championships Committee, and has been the race chairman and primary administrator of the West Michigan Youth Sailing Association for nearly 20 years. ¶ In addition to his efforts throughout the Midwest, Scott has served major events on both coasts. He regularly serves in the Detroit area, including events conducted in the river in front of Bayview YC. His race management resume includes the US Chubb Junior National Championships, US Youth Championships, multiple Optimist National Championships, and numerous youth and adult class championships.

MATTHEW HILL

PRO / Division B | VHF Channel 68

Matt Hill spent his childhood summers messing around in boats in the waters of Narragansett Bay in Rhode Island. He learned to sail in Beetle Cats, Cape Cod Mercurys and Lawley 15s, and still sails in his club's cat-boat fleet. ¶ A US Sailing national race officer, regional judge and race management instructor, Matt has been the race manager for a variety of events, from club racing to continental championships. He has been a course race officer at Charleston Race Week for the past four years. ¶ A resident of Rhode Island, Matt is the race administration director for US Sailing. He was commodore of his club and junior programs chair for the Narragansett Bay Yachting Association. He is also on the board of Clagett Sailing, a nationally recognized adaptive sailing program. ¶ Matt tries to keep this wisdom in mind whenever he goes out to run races: Sailors don't go out to watch the race committee work—they go out to race.

EXPERT KNOWLEDGE

LOCAL KNOWLEDGE FOR DETROIT

What you need to know about sailing on Lake St. Clair in the late spring, from Quantum Detroit's Wally Cross.

Spring sailing in the Midwest is always fun, regardless of the weather—it feels like opening day at the ballpark, with hopes of a wonderful summer. For many boats, this is their first time sailing together as a team, so any practice prior to the regatta usually pays off.

GETTING READY

To prepare for a successful race, start by practicing boathandling drills to build confidence in maneuvers like tacking, jibing and mark rounding. The night before the race, do thorough weather research using sites like SailFlow to understand the conditions you'll face. Take into account the Detroit River's east-west current at 0.5 knots, which can impact your travel time to the race circle during the regatta.

I aim to arrive at the course site at least an hour before start time. Use this time wisely: Spend 20 minutes sailing upwind to adjust trim and tune for wind and waves, followed by 20 minutes sailing downwind to find the best angles. Dedicate 10 minutes to researching the starting line and pinging the ends to gauge distances. Finally, take a 10-minute break to relax, hydrate, and discuss your plan with your team. This comprehensive approach will help you enter the race feeling prepared and confident.

NEED-TO-KNOW WIND PATTERNS

On Lake St. Clair, understanding the wind patterns is crucial for a successful race. A light,

northerly breeze typically starts with pressure on the left side and later shifts to the east as the day progresses. If a thermal wind kicks in, it will come from the east, but the day must be warmer than 70 degrees F for this to occur. During a warm front, expect a southwest wind with early oscillations to the right, followed by a late shift to the left as you approach the top mark by the shore. An easterly wind usually offers the best pressure on the left side.

The gradient wind, which is predominantly westerly, can shift based on the front approaching. A warm front will shift the wind to the left or south, while a cold front behind will shift it to the right or north. A settled cold front creates ideal racing conditions

with an oscillating northwesterly wind. Lastly, a light-air day usually ends up with an east wind. Understanding these wind patterns can give sailors a strategic advantage on the water.

Wind shear is common in the spring. The cold water prevents warmer air from reaching the surface, causing the wind aloft to be in a different direction than on the water. The direction of the shear often indicates the new wind direction. Understanding these nuances can greatly benefit your podium position.

If you have any additional questions heading into the regatta, feel free to reach out to Wally Cross at wcross@quantumsails.com. Stop by the Quantum Sails Detroit loft with any other needs.



Shea Gibson and Quantum Sails will provide regatta weather forecasts and local knowledge on Friday, Saturday and Sunday. Sign up to receive the link or join us at Bayview Yacht Club, near the Helly Hansen tent, at 0800 for the preview.

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