

# BAYVIEW YACHT CLUB

## 2020 MACKINAC RACE

July 11, 2020

*The World's Longest Continuously Run Freshwater Long-Distance Yacht Race*

### Amended and Restated NoR Amendment #3

Due to the high probability that the Canadian border may remain closed to boating by foreign nationals, all boats in all divisions will sail the Shore Course.

- 1) 2.1(n) is deleted and replaced with the following:

**The definition of *Finish*, as permitted by US Sailing, is changed as follows:**

***Finish*** A boat *finishes* when its position transponder, in its assigned location (see NoR section 14.2), crosses the finish line from the course side. However, she has not finished if after crossing the finishing line she

- (a) takes a penalty under rule 44.2
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.

- 2) 2.1(o) is deleted

- 3) Section 4.3 is deleted in its entirety and replaced with the following:

4.3 Competitors will have the option to select from the following Divisions

**a. Division I - Cove Island Division**

- i. Boats with a valid 2020 ORR certificate that have a General Purpose Handicap Rating (GPH) (expressed in seconds per mile) of 640.9 or less (faster) **shall** sail in Division I. In addition, any boat that obtains a valid 2020 ORR certificate with a GPH of 640.9 -800.0 (expressed in seconds per mile) may elect to sail in Division I.
- ii. Boats in an approved One-Design class with a valid 2020 ORR certificate that have a GPH (expressed in seconds per mile) of 640.9 or less (faster) **shall** sail in Division I. In addition, any boats in an approved One-design class that obtains a valid 2020 ORR certificate with a GPH (expressed in seconds per mile) of 640.9-800.0 (expressed in seconds per mile) may elect to sail in Division I.
- iii. Upon application and in the sole discretion of the Race Committee, boats may be accepted into a Cove Island Course Cruising Class. Upon acceptance, boats will be required to sign the **Cruising Class Certificate of Compliance** agreeing to comply with the "**Cruising Class Race Rules**". These documents may be found on the Official Bayview Mackinac Race website at [www.bycmack.com](http://www.bycmack.com). Power-driven winches and electromechanical steering devices are permitted in the Cruising Class. This changes RRS 52.

**b. Division II – Shore Course Division**

- i. Boats with a valid 2020 ORR-EZ certificate that have a General Purpose Handicap (GPH- expressed in seconds per mile) of 641.0 – 800.0 inclusive.
- ii. Boats in approved One-Design classes that have a valid 2020 ORR-EZ certificate that have a GPH (expressed in seconds per mile) of 641.0 – 800.0 inclusive.
- iii. Upon application and in the sole discretion of the Race Committee, boats may be accepted into a Shore Course Cruising Class. Upon acceptance, boats will be required to sign the **Cruising Class Certificate of Compliance** agreeing to comply with the “**Cruising Class Race Rules**”. These documents may be found on the Official Bayview Mackinac Race website at [www.bycmack.com](http://www.bycmack.com). Power-driven winches and electromechanical steering devices are permitted in Cruising Class. This changes RRS 52.
- iv. Double-handed class boats shall be sailed by two (2) experienced and capable crew, be a monohull, and have a valid 2020 ORR-EZ certificate with a GPH (expressed in seconds per mile) of 800.0 or less. Double-handed class boats shall be equipped with a functioning electromechanical steering device. Power-driven winches are allowed. This changes RRS 52

**c. Division III – Cove Island Division – Multihull**

Boats with a valid 2020 GLMRA Certificate are eligible to compete in this division.

**d. Division IV – Sport Boat Division**

A sport boat class may be established if the Race Committee has received at least eight (8) completed entries from boats intending to race in this class. To be eligible for the sport boat division, boats must meet the following requirements:

- i. Water Line length (WL) limit of less than 35 feet.
- ii. The displacement to length ratio (DLR) shall be less than 118 - calculated as follows:  $(27.87 \times \text{boat weight in kilos}) \div (\text{WL in meters}^3)$ .

Boats sailing in Division IV are not eligible for first to finish or overall awards.

4) Section 5.1 is deleted in its entirety and replaced with the following:

5.1 Boats racing in Division I shall have a valid 2020 ORR rating certificate. Boats racing in Division II and Division IV shall have a valid 2020 ORR-EZ rating certificate. Certificates shall be in accordance with the current ORR or ORR-EZ database of US SAILING as of 2100 hours on the Late Entry Deadline. Any changes to a rating after the Late Entry Deadline shall not be allowed except in the sole discretion of the Race Committee. The Race Committee shall also have the sole discretion to resolve any discrepancy in ratings between the valid database and any certificate. The Race Committee may require boats racing in special classes (i.e. Double-Handed and Cruising) to obtain a specific type of ORA certificate or declare a specific spinnaker configuration. For all boats entered in One-Design Sections, the Race Committee may assign a single handicap for the One-Design Section or preclude any boat from racing in that section.

Applications for ORR rating certificates may be obtained from:

US SAILING Offshore Office  
PO BOX 1260  
Portsmouth, RI 02871  
Phone: 401-683-0800  
Fax (401) 683-0840  
[www.ussailing.org](http://www.ussailing.org)

Applications for ORR-Ez rating certificates at:

[https://www.regattaman.com/find\\_reg\\_email.php?sku=h-0-2020-0-0-0329](https://www.regattaman.com/find_reg_email.php?sku=h-0-2020-0-0-0329)

For more information contact:

David Bennett - [bennett.david63@gmail.com](mailto:bennett.david63@gmail.com) – 734-260-2147

Jay Tyson – [jwyj29@gmail.com](mailto:jwyj29@gmail.com) – 813-220-1584

5) Section 11 is deleted in its entirety and replaced with the following:

11. Course

All boats in all Divisions shall sail from the starting line in lower Lake Huron, then to the finish line at Mackinac Island leaving Thunder Bay Island and Bois Blanc Island to port.

The Canadian Border Services Agency states the Government of Canada has introduced border measures to limit the spread of Coronavirus disease in Canada, including the restriction of all discretionary travel into Canada. As a result, boats are prohibited from sailing into Canadian waters. The United States/Canadian border line is clearly delineated by a magenta colored hash line on U.S. Chart 14860. All boats are prohibited from crossing this international border while *racing*. Boats in violation of this restriction are subject to protest by the Race Committee. This provision is not subject to protest by a competitor.

6) Section 14.2 is deleted in its entirety and replaced with the following:

14.2 The Race Committee requires the use of position transponders for all boats. Transponders will be supplied by the Race Committee. It shall be the responsibility of the Person-In-Charge to ensure that the transponder is attached to the aft most portion of the stern pulpit at all times while the boat is *Racing*. If the boat does not have a stern pulpit, the transponder must not be positioned farther forward than the aft most lifeline stanchion. If either of these transponder locations is not available, the competitor must apply to the Bayview Mackinac Race Technical Chair for approval with photographs of the proposed alternate position. Failure to receive approval for an alternate transponder location prior to the Race may result in the boat being protested. according to supplied directions and must make every effort to ensure it is functional for the duration of the Race.

The Person-In-Charge is also responsible for returning the transponder to the Race Committee in a timely fashion after the Race as directed in the Sailing Instructions. The Person-In-Charge will be required to provide a valid credit card number to the Race Committee to serve as a security deposit for any loss of or damage to the transponder and for any postage/shipping expenses incurred as a result of the failure of the Person-In- Charge to turn the transponder in timely fashion as directed in the Sailing Instructions.

**Dated: June 14, 2020**

**Signed: \_\_\_\_\_**  
**Chris Clark, 2020 Mackinac Race Chairperson**