

2016 DRYA SPONSORING CLUBS

SAILING INSTRUCTIONS FOR “A” AND “C” COURSES

These Detroit Regional Yacht-Racing Association (“DRYA”) sailing instructions (including the course-specific sailing instructions on pages 4 - 7) apply only to the extent that they are adopted by the DRYA-member club that sponsors a regatta (“Sponsoring Club”) in its sailing instructions for the regatta. The Sponsoring Club may change these DRYA sailing instructions in the Sponsoring Club’s sailing instructions, which shall control if there is a conflict between the two.

1. **RULES** - This regatta is governed by the “rules” as defined in the current Racing Rules of Sailing (“RRS”).
2. **ENTRIES** - This regatta is open to boats owned by clubs, or members of clubs, holding current memberships in the DRYA and to others on invitation of the Sponsoring Club. PHRF handicaps for PHRF 1, PHRF 2, PHRF 3, PHRF 4, PRFASM, PHRF Warhorse classes and one design boats that want to be scored in the overall season awards will be those assigned by the DRYA, 23915 Jefferson, Suite 1, St. Clair Shores, MI 48080 (586.778.1000 or e-mail BarbSeskiDRYA@gmail.com).
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. Competing boats shall in all respects be ready for sea and sailed by an adequate and capable crew. It shall be the sole and inescapable responsibility of the skipper and crew of the boat to decide whether to start or continue a race. The skipper must assure that all equipment required by the United States Coast Guard, as well as other necessary safety equipment, is aboard and properly maintained and stowed and that the crew knows where it is kept and how it is used. *Due to the potential of sailing in international waters, it is strongly recommended that all persons on board possess appropriate identification to satisfy an inquiry from any law enforcement agency.*
4. **INTERFERENCE WITH COMMERCIAL SHIPPING** - Boats are required to stay clear of all Commercial Shipping Traffic, including Tug/Barge Combinations, Lakers and Commercial Passenger Vessels. In addition, boats crossing the shipping channel (see U.S. Chart #14850), are forbidden to interfere with major ships (Federal law 89-764). No restriction is placed on 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 of: ... (ii) a vessel restricted in her ability to maneuver.”
5. **TRASH DISPOSAL** - RRS 55 is changed to read as follows: A competitor shall not intentionally put trash in the water. However, discarding elastic or wool bands when setting a sail is permitted.
6. **CLASS FLAGS** - Classes will be identified by the following class flags:

Course-Start No. - Class	Class Flag
A-1 - C&C 35	0
A-2 - PRFASM (60-300)	E
A-3 - PHRF 3 (102-150)	#1
A-4 - PHRF 2 (60-99)	F
A-5 - War Horse (99 & lower)	W
A-6 - Beneteau 36.7	K
A-7 - PHRF 1 (57 & lower)	#7
A-8 - J/120	#8

Course-Start No. - Class	Class Flag
C-1 - Express 27	Class logo*
C-2 - Flying Scot and Crescent (scored separately)	Class logo*
C-3 - Cal 25	Class logo*
C-4 - PHRF 4 (153 & higher)	2 nd Substitute
*Black class logo on a white field	

7. **IDENTIFICATION** - Boats shall carry proper sail numbers on mainsails, spinnakers and any sails attached to the head-stay that have a luff perpendicular exceeding 130% of the base of the fore-triangle. In addition, boats on the “A” Course shall display the class flag designated in Sailing Instruction 6, not smaller than size “0”, from the aftermost backstay at least six feet above deck. Class flags are not required to be flown by competitors on the “C” Course except for PHRF.
8. **COURSES & MARKS** - All distances are approximate and in nautical miles (*nm*). The Starting Line Signal Boat may display a placard showing the approximate magnetic bearing to the first mark. Except as provided in Sailing Instructions 13 and 14, all rounding marks are orange inflated pyramids. All marks shall be rounded to port except as provided in Sailing Instruction 14(b). Refer to the course descriptions and diagrams on pages 3, 5 and 7.

9. STARTING -The warning signal for the first class on the “A” Course will be at 1030 hours. The warning signal for the first class on the “C” Course will be at 1200 hours.

Attention Signal - The Race Committee will make a series of short sound signals approximately one minute before the warning signal for (a) the first class to start a race, (b) any late-starting class whose warning signal is made after (not with) the starting signal for the preceding class and (c) the first class starting after a change of course in accordance with Sailing Instruction 13. However, no such “attention” signal will be made after a postponement or a general recall on “A” Course. An “attention” signal may precede the warning signal after a postponement or general recall on “C” Course.

Order and Number of Starts - If there are boats from all classes in the racing area, classes will start the **first** race of the day in the order in which they are listed in Sailing Instruction 6. However, the Race Committee may eliminate the starting sequence for a class if no boats from the class are in the starting area. After the first race of the day, classes may be started in any order.

10. LIMIT MARKS - One or more limit marks (buoy with red and green horizontal bands) may be set near the Starting Line Signal Boat and/or the Race Committee boat on station at the finishing line. A boat shall not touch a limit mark or sail between a limit mark and the Signal Boat or Race Committee boat. A boat that does so may exonerate herself by taking a One-Turn Penalty as provided in RRS 44.2.

11. INDIVIDUAL RECALLS - In addition to signaling in accordance with RRS 29.1, the Race Committee may hail, or announce by VHF radio, the sail numbers of boats subject to individual recall. The failure to do so, an incorrect or late hail or announcement or the order in which sail numbers are hailed or announced shall not be grounds for redress. This changes RRS 62.1.

12. CHANGE OF COURSE BETWEEN STARTS - In the event of a wind shift after the start of one or more classes, the Race Committee may set a different windward mark for the classes that have not started. The new windward mark will be yellow. The Starting Line Signal Boat will signal the change by displaying (a) flag “C” and (b) the magnetic bearing to the new windward mark. These signals will be accompanied by a series of short sound signals one minute before the warning signal for the first class starting after the change. The Starting Line Race Signal Boat will continue to display flag “C” and the magnetic heading for which the new windward mark applies. When in a subsequent change of course the new windward mark is replaced, it will be replaced with an orange mark.

13. CHANGE OF COURSE AFTER ALL STARTS - (a) A change of course will be signaled in accordance with RRS 33. The new mark will be yellow, but subsequent course changes will alternate between orange and yellow marks.

(b) When a green flag is displayed on the Race Committee boat signaling the change of course, the mark that begins the changed leg shall be rounded to starboard. Subsequent marks shall be rounded to port unless otherwise signaled by a green flag in accordance with the preceding sentence. This changes RRS 33(a) (2) and race signals.

14. TIME LIMIT - The time limit for each class in a Windward/Leeward Course Regatta is 2 1/2 hours after its starting signal. The time limit for each class in a Point to Point Course Regatta and Olympic Style Course Regatta is five (5) hours after its starting signal unless modified by the Sponsoring Club’s sailing instructions. Any boat finishing within its time limit shall qualify all classes within its division for any overall results, even if a class within the respective division did not qualify individually for the race.

15. 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 the last race of the day, whichever is later. Fill-in protest forms and filing instructions are available at DRYA.org. Protest hearings will be held at Bayview Yacht Club, 100 Clairpointe, Detroit, MI beginning at 1900 hours on the first Monday after the regatta.

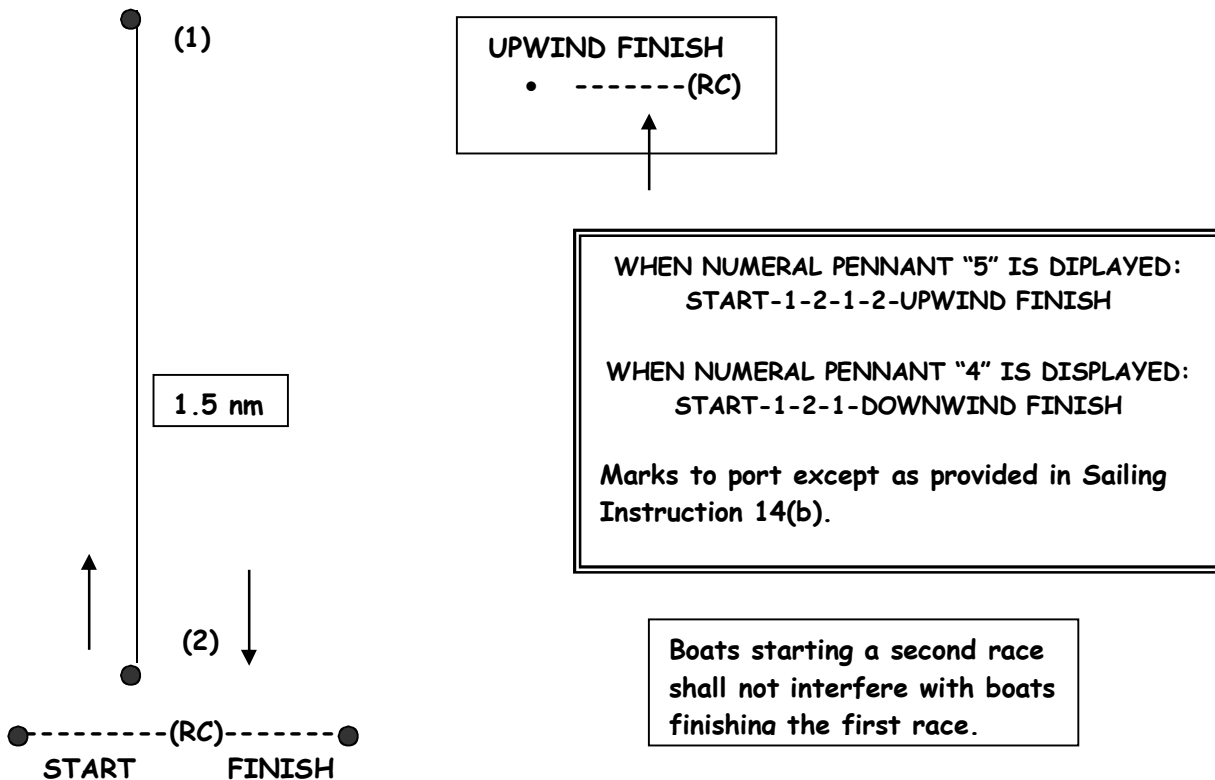
16. SCORING - The Low Point Scoring System (RRS A4) will apply except that each boat’s score will be the total of its race scores with no discards. This changes RRS A2. The boats in all the classes will be scored according to their corrected times, calculated on a time-on-time basis.

17. COURTESY BROADCASTS - An unofficial designated observer may report all visual signals displayed by the Race Committee over the VHF channel designated for the course in Sailing Instruction A8 or C6. Information so reported is provided as a courtesy to competitors and does not alter the competitors’ responsibility to observe the Race Committee’s visual signals, which govern the conduct of the racing. Errors or omissions by the observer, or a competitor’s failure to hear an observer’s report, will not be grounds for granting redress.

***SEE THE COURSE-SPECIFIC SAILING INSTRUCTIONS,
INCLUDING COURSE DESCRIPTIONS AND DIAGRAMS, ON PAGES 4 through 7.***

SAILING INSTRUCTIONS FOR "A" COURSE ONLY

- A1. COURSE LOCATION** - The center of the "A" Course circle bears approximately 042° magnetic, 5.7 nm from Peche Island Range Rear Light (F 115ft PA). The approximate location is 42° 25.9' North, 082° 50.625' West.
- A2. STARTING AREA** - The starting area on each course shall be up to 1.0 nm downwind from the center of the course circle. Approximately 30 minutes before the warning signal for the first race, a Race Committee boat will be near the center of the circle, displaying flag "L". This Race Committee boat shall proceed to the starting area after the Race Committee determines its location.
- A3. START LINE** - The starting line shall be between a staff displaying an orange flag on the Starting Line Signal Boat at the starboard end and the port-end green pyramid buoy. It shall be located approximately 100 yards to leeward of the leeward mark. The leeward mark is not a mark of the course on the first leg.
- A4. FINISH LINE** - See diagram below for upwind and downwind finishes.
- a) **Upwind Finishes** - boats shall finish between a staff displaying a blue flag on a Race Committee boat at the starboard end and a green mark to port. The weather mark is not a mark of the course on the last leg of the course. The Finish Line will be located approximately 100 yards to windward of the weather mark.
 - b) **Downwind Finishes** - boats shall finish between a staff displaying a blue flag on the Race Committee boat at the starboard end and a green finish mark which shall be left to port. The leeward mark has no significance on the last leg of the course. The Finish Line will be located approximately 100 yards downwind of the leeward mark.
- A5. COURSES** - If the Starting Line Signal Boat displays numeral pennant 4 before or with the warning signal for the start of the first class, boats will sail a windward-leeward course with four legs (Start-1-2-1-Downwind Finish). Mark 2 is not a mark of the first or last leg of the course. If the Starting Line Signal Boat displays numeral pennant 5 before or with the warning signal for the start of the first class, boats will sail a windward-leeward course with five legs (Start-1-2-1-2-Upwind Finish). Mark 2 is not a mark of the first leg of the course.
- A6. COURSE LENGTH** - No later than the warning signal for the first start, the Starting Line Signal Boat may display the approximate distance from the starting line to mark 1 (in nautical miles) on a chalkboard or placard.
- A7. NUMBER OF RACES** -The Race Committee intends to run two races when in its judgment conditions permit. If the Race Committee intends to start another race, it will display numeral pennant 2 (with no sound) while boats are finishing the first race. The Race Committee will attempt to finish the majority of the boats in the last race by 1500 hours.
- A8. RADIO MONITORING** - Boats are requested to monitor VHF channel 72 from one hour before the warning for the first start until after finishing.



SAILING INSTRUCTIONS FOR “C” COURSE ONLY

C1. COURSE LOCATION - The starting area bears approximately 075° magnetic, 2.4 nm from Peche Island Range Rear Light (F 115ft PA). The approximate location is 42° 22.15' North, 082° 52.00' West. The Race Committee will position its vessel within a 0.75NM radius circle of this location depending upon the weather conditions. The Race Committee will radio the position of its vessel approximately one hour prior to the first warning gun of the day on VHF Channel 71.

C2. STARTING & FINISHING LINES - The **starting line** shall be between the staff displaying an orange flag on the Starting Line Signal Boat at the starboard end and the course side of a green pyramid buoy on the port end. The color of the buoys (orange or yellow) will be indicated on a placard posted on the Starting Line Signal Boat or per the Change of Course instructions. See Sailing Instructions 13 and 14.

The **finishing line** shall be between the staff displaying a blue flag on the Race Committee Signal Boat at the starboard end and the course side of an orange inflated pyramid at the port end. The starting and finishing line will be on opposite sides of the Race Committee Signal Boat. Refer to the course diagram below.

C3. COURSES - **Course 1A:** This course is windward-leeward with a total of four legs. **Two windward marks** will be set, both on the same bearing but one closer to the starting line than the other. Refer to the course diagram below. In these Sailing Instructions, the windward mark closer to the starting line is called “1S”, and the other is called “1L”.

Course 1B: This course is leeward-windward with a total of four legs. **Two leeward marks** will be set, both on the same bearing but one closer to the starting line than the other. Refer to the course diagram below. In these Sailing Instructions, the leeward mark closer to the starting line is called “1S”, and the other is called “1L”.

Course 2A - Leeward Gate: This course will be identical to Course 1A except that a leeward gate will be set to windward of the start/finish line. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark before commencing the next leg. If one of the leeward gate marks is missing, boats shall round the one existing leeward mark to port. The gate is not a mark of the course during the first windward leg or during the final downwind leg of a race.

Course 2B - Windward Gate: This course will be identical to Course 1B except that a windward gate will be set to leeward of the start/finish line. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark before commencing the next leg. If one of the windward gate marks is missing, boats shall round the one existing windward mark to port. The gate is not a mark of the course during the first leeward leg or during the final upwind leg of a race.

Boats in the Flying Scot and Crescent class will sail the Short “C” Course (Start-1S-2-1S-Finish). Boats in all other classes will sail the Long “C” Course (Start-1L-2-1L-Finish). Mark 1S is not a mark of the Long “C” Course.

C4. COURSE TYPE/LENGTH - No later than the warning signal for the first start, the Starting Line Signal Boat shall display which type course to sail and the approximate length of the first windward leg (in nautical miles) on a chalkboard or placard. This information may also be radioed to competitors on VHF Channel 71.

C5. NUMBER OF RACES - The Race Committee intends to run two races as time and conditions permit, but no warning signal will be made after 1500 hours. After the first race of the day, the Race Committee may start classes in any order in accordance with RRS 26 and the class flags designated in Sailing Instruction 6.

C6. RADIO MONITORING - The Race Committee will monitor **VHF channel 71**.

COURSE - 1A & 1B

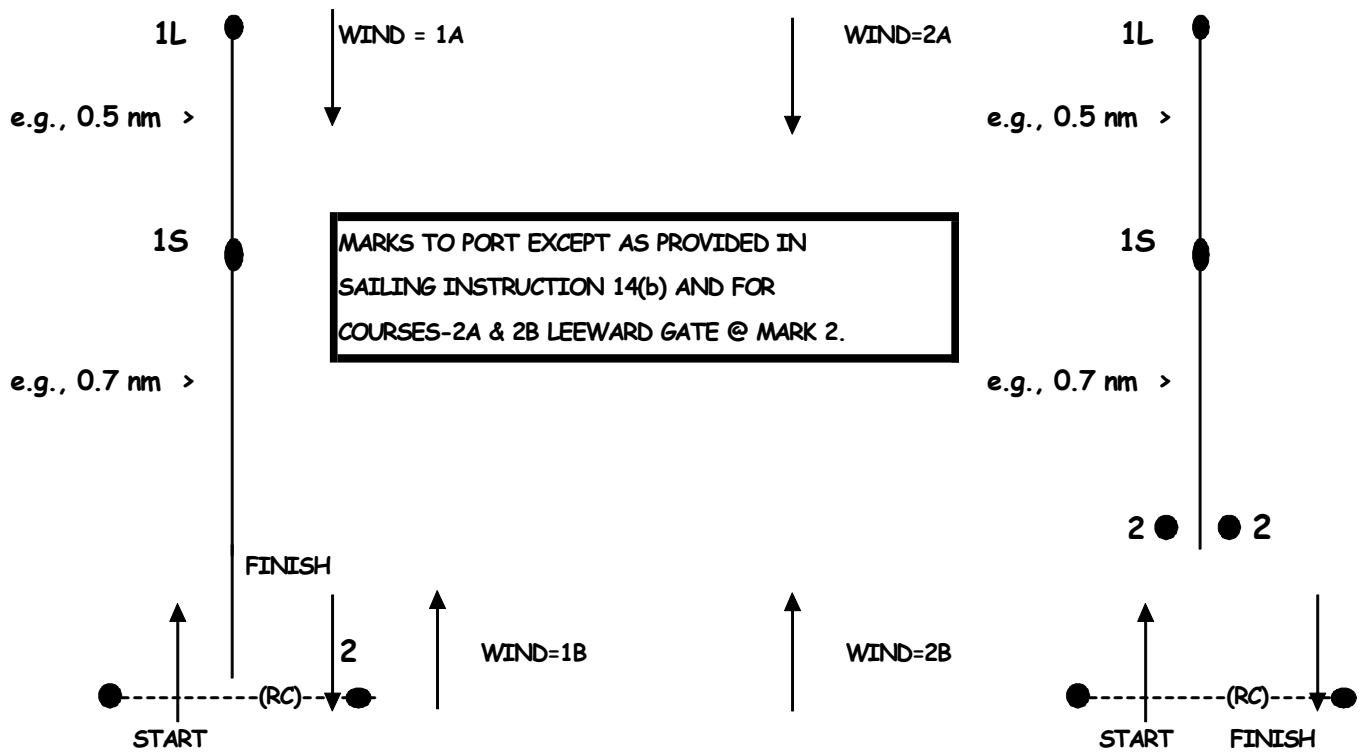
Short "C" Course: START-1S-2-1S-FINISH

Long "C" Course: START-1L-2-1L-FINISH

COURSE - 2A & 2B

Short "C" Course: START-1S-2-1S-FINISH

Long "C" Course: START-1L-2-1L-FINISH



OPTIONAL MODIFIED OLYMPIC COURSE FOR THE “C” COURSE

Sailing Instructions

A Sponsoring Club electing to sail a Modified Olympic Course, will state its intention to do so along with the approximate location of the course area for the “C” Course in its respective race program. The Sponsoring Club may supplement or modify these sailing instructions. In the event of a conflict between these sailing instructions and the Sponsoring Club’s sailing instructions, the Sponsoring Club’s sailing instructions shall control.

- 1. START LINE** - The starting line shall be between a staff displaying an orange flag on the Starting Line Signal Boat at the starboard end and the course side of the port-end green pyramid buoy.
- 2. FINISH LINE** - The finishing line shall be between a staff displaying a blue flag on the Race Committee Signal Boat at the port end and the course side of a nearby starboard-end green pyramid buoy.
- 3. COURSE** - The course is a modified Olympic course with the start/finish line in the middle of the course. The course description and diagram on the following page shows the course to be sailed, the order in which the marks are to be passed and the side on which each mark is to be left.

No later than the warning signal for the first start, the Starting Line Signal Boat may display the approximate distance and compass bearing from the starting line to mark 1 (in nautical miles) on a chalkboard or placard.

The Race Committee may elect to shorten the course prior to the start. If so, the Race Committee will display code flag “S” (blue rectangle on white field) along with two long sounds before the warning signal (this changes RRS 32) and boats shall sail the “Short Course” as noted on the following page - Course Description & Diagram.

The starting and finishing lines are an obstruction to boats not starting or finishing. Boats sailing upwind or downwind and not starting or finishing shall not sail through the starting/finishing line (boats must sail to the outside of the committee boat and starting and finishing marks). Boats failing to comply may be protested by the Race Committee.

- 4. NUMBER OF RACES** -The Race Committee intends to run two races when in its judgment conditions permit. If the Race Committee intends to start another race, it will display numeral pennant 2 (with no sound) while boats are finishing the first race.
- 5. RADIO MONITORING** - C Course boats are requested to monitor **VHF channel 71** from one hour before the warning for the first start until after finishing.

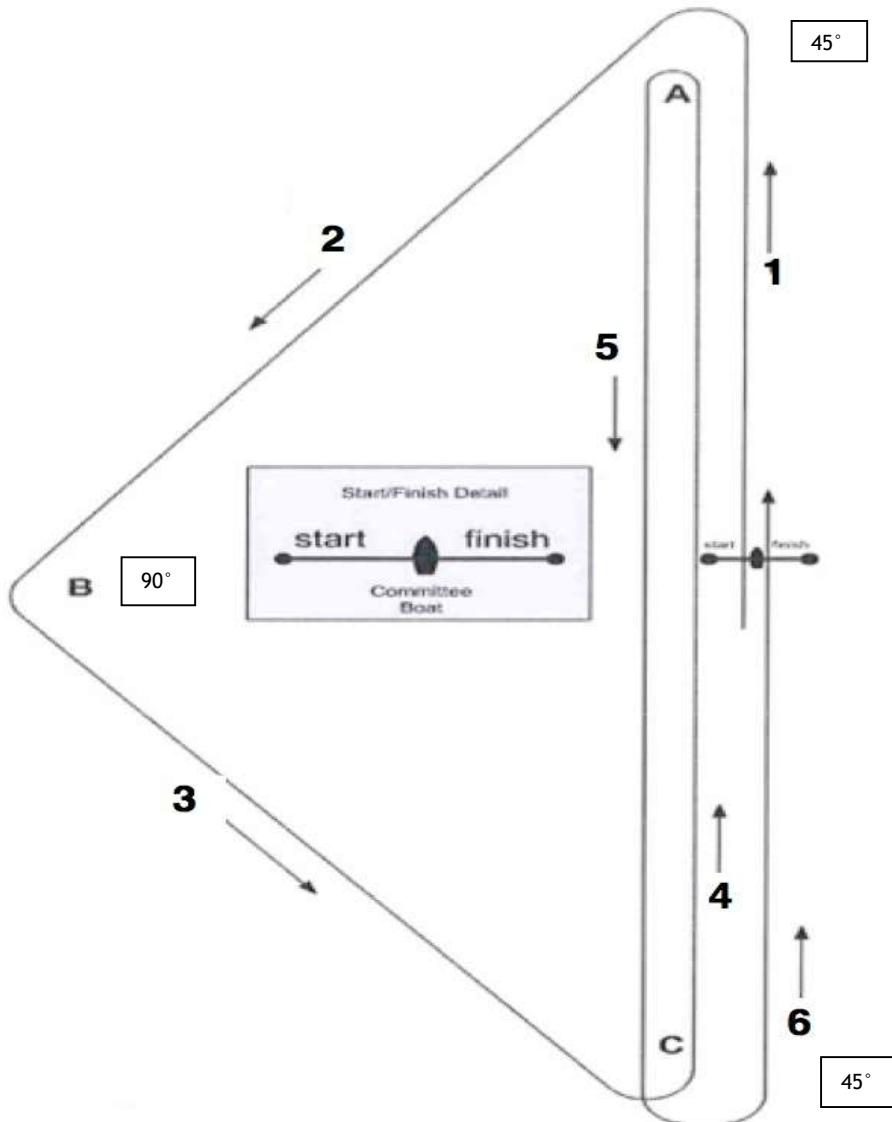
"C" COURSE DESCRIPTION & DIAGRAM

"C" Course - Standard Course - Marks to Port

<u>MARK</u>	<u>"C" COURSE DISTANCE</u>
Start to A	0.5 NM
A to B	0.7
B to C	0.7
C to A	1.0
A to C	1.0
C to Finish	<u>0.5</u>
Total Distance	4.40 NM

"C" Course - Short Course - Marks to Port

<u>MARK</u>	<u>"C" COURSE DISTANCE</u>
Start to A	0.5 NM
A to B	0.7
B to C	0.7
C to Finish	<u>0.5</u>
Total Distance	2.40 NM



2016 DRYA SPONSORING CLUBS SAILING INSTRUCTIONS FOR “A” AND “C” COURSES

Amendment # 1

Add Section 18 – Penalty System (at the bottom of page 2)

18. Penalty Section - For the Cal 25 Class rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

DRYA 6/1/2016 by request of Cal 25 Class