

***DETROIT  
REGIONAL  
YACHT-RACING  
ASSOCIATION***

**H**

**A**

**N**

**D**

**B**

**O**

**O**

**K**

**Detroit Regional Yacht-racing Association**  
23915 Jefferson Avenue, Suite 1  
St. Clair Shores. MI 48080  
586 -778-1000 Fax and Voice

E-mail: [TheDRYA@drya.org](mailto:TheDRYA@drya.org)

Web Site: <http://www.drya.org>

# DRYA HANDBOOK

## TABLE OF CONTENTS

1. INTRODUCTION
2. DIRECTORIES - Published in annual ROSTER & DIRECTORY
3. SCHEDULES - Published in annual ROSTER & DIRECTORY
4. MEMBERSHIP - Published in annual ROSTER & DIRECTORY
5. RELATIONSHIP OF DRYA TO ITS MEMBERS
6. DRYA REGATTA ADMINISTRATION AND PLANNING
7. SAILING INSTRUCTIONS
8. COMMUNICATIONS
9. DRYA OPERATING POLICIES
10. DRYA RELATIONSHIP WITH OTHER ASSOCIATIONS
11. COMMODORES LOG (to be added)
12. REGATTA AWARDS

---

13. DRYA AWARDS
14. MEMBER PARTICIPATION IN REGATTAS
15. PHRF RULES AND REGULATIONS
16. IMS RULES AND REGULATIONS (deleted 2007)
17. OFFSHORE ONE-DESIGN RULES AND REGULATIONS
18. ONE-DESIGN RULES AND REGULATIONS
19. STANDING COMMITTEES (to be added)
20. JUNIOR AWARDS
21. DRYA HISTORY
22. HALL OF FAME
23. ARTICLES OF INCORPORATION

---

24. BYLAWS

## **SECTION 1. INTRODUCTION**

### **1.1. PURPOSE OF HANDBOOK**

The Detroit Regional Yacht - Racing Association Handbook is a compendium of information valuable to racing skippers, club officials and committees. It is designed to help all concerned to effectively administer and enjoy yacht racing.

The large format is designed to fit standard three ring binders for easy updating. It also makes it easy to use the same binder for filing Newsletters and other mailings you may want for reference material.

If you have comments or suggestions please mail or fax them to the DRYA office to the attention of the handbook Chairman.

## **SECTION 5. RELATIONSHIP OF DRYA TO ITS MEMBERS**

### **CONTENTS**

- 5.1. FUNCTION OF DRYA
- 5.2. AUTHORITY OF DRYA
- 5.3. ASSISTANCE BY DRYA
- 5.4. REGATTA ASSISTANCE AVAILABLE FROM DRYA
- 5.5. GUEST PRIVILEGES AT MEMBER CLUBS
- 5.6. RACE SCHEDULE COORDINATION

#### **5.1. FUNCTION OF DRYA**

The purpose and functions of the DRYA are described in the Articles of Incorporation and in the Bylaws.

#### **5.2. AUTHORITY OF DRYA**

Generally speaking, except for intermediate Appellate Jurisdiction over protests and District authority over National competitions, as prescribed by US SAILING, DRYA has no authority to direct or compel any action by its Member Clubs. Rather, the relationship between DRYA and member clubs is best described as being advisory and liaison in nature.

#### **5.3. ASSISTANCE BY DRYA**

It will be helpful if all persons interested in yachting in the area will remember that DRYA is not responsible for acts or omissions of Member Clubs. While DRYA officers and Committee Chairmen will assist in the solution of problems arising between or among Member Clubs; in almost all instances, the only means available to DRYA personnel are those of counsel and persuasion.

The many aspects of yacht racing in the Detroit area which are standardized, such as course locations and lengths, starting times and signals, class divisions, etc. have not been established by authoritative direction or fiat by DRYA. Rather, these have resulted from an exchange of views among member Clubs, individual members, officers and others; together with the willingness of the Members to adopt the standards thereby generated.

#### **5.4. REGATTA ASSISTANCE AVAILABLE FROM DRYA**

The DRYA provides equipment and personnel to assist member clubs with their regattas.

### **5.5. GUEST PRIVILEGES AT MEMBER CLUBS**

The extent to which, if at all, a DRYA Member Club will extend guest privileges to members of other member clubs is not governed by the DRYA and is a matter which is entirely within the authority of the respective Clubs.

### **5.6. RACE SCHEDULE COORDINATION**

Traditionally the dates of Regattas in the DRYA summer schedule are fixed. That is, each Member Club retains from year to year, its sequential position, or regatta calendar date. These dates are usually, but not always, determined by reference from the date of the Bayview Mackinac race date.

Any Club desiring to make a regatta calendar change should propose it to DRYA and notify all Clubs affected by the proposed change at or prior to the Fall Debriefing Meeting. The DRYA Rear Commodore will assist in presenting the proposed calendar and coordinate change proposals. Unresolved conflicts will be voted upon at the Annual Meeting even if it means two regattas are held on the same day.

## **SECTION 6. DRYA REGATTA ADMINISTRATION AND PLANNING**

### **CONTENTS**

- 6.1. SELECTION OF CLUB REGATTA CHAIR AND COMMITTEES
- 6.2. U.S. COAST GUARD, DNR AND CANADIAN APPROVALS
- 6.3. PARTICIPATION OF DRYA OFFICIALS
- 6.4. CLUB PARTICIPATION IN REGATTAS
- 6.5. INVITATIONS TO PARTICIPATING DRYA OFFICIALS & HONORARY PERSONNEL
- 6.6. EQUIPMENT FOR REGATTAS
  - 6.6.1. KEPT BY DRYA OFFICIALS
  - 6.6.2. STOWED ON DRYA PATROL BOATS
- 6.7. SELECTION OF REGATTA COMMITTEE BOATS
- 6.8. TABLE OF EQUIPMENT FOR RC AND PATROL BOATS
  - 6.8.1. EQUIPMENT FOR RC BOAT.
  - 6.8.2. EQUIPMENT FOR MARK SET BOAT
  - 6.8.3. EQUIPMENT FOR LEEWARD MARK BOAT
- 6.9. STAKE BOAT DUTIES

#### **6.1. SELECTION OF CLUB REGATTA CHAIRMAN AND COMMITTEES**

Each sponsoring club appoints its own Race or Regatta Chair. This Chair works directly for the Commodore or Board of Governors of the sponsoring club. This Chair in turn usually appoints his own committee who are responsible for:

- Gathering race committee boats, course layout boats and stake boats
- Supplying food and drink for committees
- Compiling race programs and Sailing Instructions
- Ordering programs and providing for mailing
- Selecting club race personnel
- Gathering race equipment
- Providing entertainment if desired

#### **6.2. U.S. COAST GUARD, DNR AND CANADIAN APPROVALS**

For Regattas held all or in part in U.S. waters, application must be made to the U.S. Coast Guard, or the Michigan Department of Natural Resources (DNR). For Regattas held in Canadian waters, notification must be given to the Ministry of Transport.

Applications should be made as soon as possible after the Regatta Date has been determined (even as much as 10 months ahead) because these organizations operate on a "first come, first served" basis. For address see Directory

Each club is directly responsible for the success or failure of its own regatta as it is the Club Chair who implements rules under which the regatta will be sailed. This applies to the financial arrangements as well as the racing schedule adopted by the Club Race Chair.

### **6.3. PARTICIPATION OF DRYA OFFICIALS**

The Club Regatta Chairman should contact the Race Management Advisors - ( see Directory) approximately ten weeks ahead of the regatta. The Advisors will provide a list of members of the Starters and Timers Committee for each course who will be available to serve at the club regatta. The Club Regatta Chair should then invite these persons to the regatta using the DRYA Officials address list in the Directory provided to each club.

The members of the Starters and Timers Committee are the "Deans" of yacht race officials, who have dedicated many years of their lives to conducting yacht races. Some have served as long as 30 years and 10 to 20 years is the rule rather than the exception. The list also includes new or apprentice officials who are willing to donate their own time to assist member clubs in their Regattas. Many of these new members of the DRYA have been officiating at club race levels for many years and have a high degree of competency and willingness to learn.

### **6.4. CLUB PARTICIPATION IN REGATTAS**

The Club Regatta Chair should appoint club members to work side by side with DRYA starters and timers because there is no better time or place to learn.

### **6.5. INVITATIONS TO PARTICIPATING DRYA OFFICIALS & HONORARY PERSONNEL**

It is customary to invite the DRYA Flag officers to participate in regatta functions. It is also proper at this time, to invite the current Commodores of the Member Clubs to serve in an honorary capacity. These officials can be very useful for assistance and can be assigned to stake boats to observe yachts, etc.

Contact with the DRYA officials can be made by mail,email or, as many people prefer, by phone. This should be done approximately six weeks ahead of the Regatta. The invitation should request acceptance within two weeks. It is recommended that return stamped post cards be included with invitations for replies. Remember, this working group donates most of its free time to assist in putting on the Regattas.

### **6.6. EQUIPMENT FOR REGATTAS**

DRYA equipment is available for all DRYA sanctioned Regattas and races. Some of it is sophisticated and delicate. For this reason it is not loaned .

Much of the equipment is stored and transported in a DRYA trailer. It is suggested that the DRYA Property Chair (see directory) be contacted at least two weeks ahead of each Regatta to discuss needed equipment. Arrangements must also be made to transport the trailer from the previous host club during the week prior to the race.

It is important to have two or three able hands at the equipment trailer before the departure of Race Committee boats to assist in transporting and rigging the equipment aboard.

The DRYA Course Advisors for all courses should supervise the removal of the equipment from the trailer and its placement aboard the respective Race Committee boats at the beginning of the Regatta and its return to the trailer at the end of the Regatta.

Host club assistance is also needed at the end of a race to reload the trailer.

Note: The host club should assume responsibility for verifying the presence of specific DRYA equipment and other necessary equipment items in their proper location at the beginning of the Regatta.

The following DRYA equipment, not kept in the trailer, is customarily kept as indicated:

#### **6.6.1. KEPT BY DRYA OFFICIALS**

Computers, timers, handheld radios etc.

#### **6.6.2. STOWED ON DRYA PATROL BOATS**

ALL COURSE ITEMS: starting and finishing line buoys, restricted zone flag buoys, turning mark flag buoys, spare shorten course shapes, spare anchor (usually for Race Committee boat stern).

### **6.7. SELECTION OF REGATTA COMMITTEE BOATS**

The following boats may be required to run a satisfactory regatta:

Race Control Boat --Start/Finish Line

Race Committee Boat --Leeward Mark (Needed when windward mark may be located)

Race Committee Boat -- Windward Mark

Mark Set Boat

Observer and Stake Boats

The primary Race Control boat for starting and finishing should be at least 35 ft. long to accommodate a committee of 15 and crew of two. An ideal Race Committee boat is one with a clear deck to work on and not so large that it interferes with the wind. A second "observer" boat may be desirable outside the restricted zone on the flag end of the line.

A Leeward Mark boat may be required on the Standard DRYA Courses so that the Race Committee can notify contestants when the weather mark has been moved.

A Mark Set (course layout) boat for each course is available from the DRYA Race Committee. These boats set the starting lines and marks and patrol the courses. Additional patrol and rescue boats are always desirable, particularly on the C course in heavy weather. Additional boats from the host club may be required to act as stake boats at each mark on all courses.

All boats selected for race administration should be self-sufficient with respect to power, anchors and rescue facilities. All boats should have FM ship to shore radios in operating condition with a minimum of channels 9, 16, 68 and 72 as well as all equipment (life jackets, extinguishers, etc. ) required by the Coast Guard and other applicable regulatory agencies.

While it is not improper for boats other than the Race Control boat to have a few guests aboard, skippers should be made to understand that their yachts may be called upon to assist in emergencies, and should have an adequate and competent crew aboard.

### **6.8. TABLE OF EQUIPMENT FOR RACE CONTROL AND PATROL BOATS**

#### **6.8.1. EQUIPMENT FOR RC BOAT.**



Must have on board all personnel and all equipment

- \* Signal tree "T" and halyards
- \* Shapes and signal flags
- \* Two cannons and shells for each boat, (100 rounds)
- \* Clock
- \* Recall horn (gas freon horn)
- \* VHF radios.(Hand held)
- \* Handicap and scoring paraphernalia , time sheets, pencils, pads and paper, etc.
- \* Binoculars
- Food, drink and ice for committee and crew
- \* Loud hailer
- \* Hand bearing compass
- \* Tape recorder
- \* Four carpet pads (3 ft. sq.) behind numbers and one under gun,  
VHF radio on board and operable with at least channels 9, 16, 68 and 72
- \* All flags and shapes specified in the Racing Rules and the Sailing Instructions
- \* Computer equipment
- \* Loran
- Ground tackle suitable for any sea and wind conditions
  - \* Provided by DRYA

#### **6.8.2.EQUIPMENT FOR MARK SET BOAT**

Must have on board a crew of three or more to handle marks.

- \* Loran
- VHF radios with at least channels 9, 16, 68 and 72
- Good corrected compass
- \* Starting line flags and marks
- \* Restricted area flags/buoys, and marks
- \* Extra line and anchor for marks
- \* Course marks
- \* "M" flag (missing mark) attached to a buoy
- Food, drink and ice for committee and crew
- \* Change of course flag
- \* Two spare buoys with empty staff
- Extra line and anchors for committee boat stern
- \* R.C. flag (blue & white)
  - \* Equipment Provided by DRYA.

#### **6.8.3.EQUIPMENT FOR LEEWARD MARK BOAT**

Leeward Mark Boat Instructions

The Leeward Mark Boat is usually provided with an operator and at least one crew by the host club. The Mark Boat should display a Blue and White RC flag and no other flag (this includes club burgees, American Flags, ensigns, and officer flags) unless instructed by the Race Committee. This is part of the Racing Rules of Sailing to avoid confusion for the competitors. The boat should have adequate anchor and ground tackle for any sea and wind conditions.

The Standard Sailing Instructions as modified by the club's sailing instructions for the regatta will what courses will be sailed and which radio channels will be used for communication.

Equipment on the Leeward Mark Boat should be as follows:

A boat with an operator and crew should be provided by each club.

- VHS Radio.
- GPS
- Accurate compensated compass.
- Blue and white RC flag.
- Code flag "C".
- Staff or means to display code flag.
- Set of magnetic course numbers with frame.
- Air horn for sound signals.
- Clip board, record sheets and pencils to record sail numbers as they round the mark.
- Standard Sailing Instructions as well as the club's instructions for each regatta.
- Suitable anchor and ground tackle for any sea and wind conditions.

The host club is responsible for providing food, drink and ice for all committee and crew. Remember the DRYA Policy for DRYA Sanctioned events prohibiting the use of alcoholic beverages until all duties are completed. Additionally, committee members request water in addition to soft drinks.

The Leeward Mark Boat should proceed to the starting area as designated in the Sailing Instructions. The boat should then anchor outside the starting area. They should communicate with the RC Boat to confirm that they are not obstructing the start for any competitors. This area is generally outside of the far end of the starting mark and slightly ahead of the starting mark.

The Leeward Mark will be set by the mark set boat approximately three hundred yards ahead of the starting line. After all classes have started, The Leeward Mark Boat can take its position approximately 150 yards from the turning mark, outside the race course. The anchor can be set and the crew prepare for mark rounding and recordings. The crew should also monitor the radio for any potential course changes.

If the PRO determines to change course, he will inform the Mark Set Boat and Leeward Mark Boat. The Leeward Mark boat should follow directions of the PRO. Display the Code Flag "C" (blue white red white blue stripes) so that it is easily visible to the competitors. Display the magnetic number frame with the new course as instructed by the PRO. The frame should be displayed so that it is easily visible to all competitors. The Code Flag "C" and new course direction must be displayed prior to the first competitor rounding the mark. The air horn should be used to provide periodic sound signals as the competitors approach the mark. The sail number of each competitor, in order, should be recorded as she rounds the mark.

Any questions regarding changing course or any other question on race operations should be directed to the RC.

#### **6.9. Stake Boat DUTIES**

- Fly a Race Committee flag
- Anchor outside the race course approximately 150 yards from the turning mark thus making identification of the mark easier for contestants..
- Record sail numbers and sequence of rounding yachts.
- Record wind direction and velocity every half hour.
- Carry proper signals aboard in case the mark is missing and the stake boat has to take appropriate action.

Have radio communication compatible with the Race Control boat.(Minimum of channels 9, 16, 68 and 72). This is the single most important qualification of any stake boat. A stake boat that is out of communication cannot report, and be advised, is sometimes more a liability than an asset.

## SECTION 7 SAILING INSTRUCTIONS

### CONTENTS

- 7.1. CLASSES, PENNANTS AND ORDER OF STARTS
- 7.2. CLASS SPLITS
- 7.3. REGATTA PROGRAM
- 7.3.1. REVISIONS TO SAILING INSTRUCTIONS AND REGATTA PROGRAMS
- 7.4. TYPICAL PROGRAM FORMAT
- 7.5. DRYA COURSE LAYOUTS

The DRYA publishes standard sailing instructions and course charts for the A, B, and C courses. These are mailed to each registered boat owner before the first race of the season.

It is urged that these sailing instructions be followed as closely as possible by all DRYA clubs, including those that do not utilize the standard courses.

Regatta programs should include the following statement:

"The current DRYA sailing instructions are adopted for this regatta [with the following modifications:]"

Any modifications to the standard SI's should reference the specific sections being changed. Any references to US SAILING Racing Rules should reference rule numbers and not quote or paraphrase the rule.

#### 7.1. CLASSES, PENNANTS AND ORDER OF STARTS

Standard classes to be included in regattas, their class pennants or flags and the order of starts are recommended by the DRYA and approved at the spring Race Chair meeting.

Each club has the option to add or delete classes, to specify additional class pennants or flags, and to modify the order of starts.

#### 7.2. CLASS SPLITS

Class splits for all yachts racing in standard classes under handicap or rating rules are recommended by the DRYA and approved by the clubs at the spring Race Chair meeting. These splits must be used by all clubs whose regattas are counted toward seasons championships.

#### 7.3. REGATTA PROGRAM

The success of a regatta depends to a great deal on the accuracy, completeness and practicality of its published regatta program.

Each club has the final responsibility for the content, preparation and distribution of its regatta program. However to simplify the process, **the DRYA has suggested formats for programs, standard sailing instructions, established classes and splits, recommended order of starts, trophy flag color conventions etc.** The DRYA Sailing Instruction Committee and or Club Mentors are available to assist any club with the organization, content and proofreading of its programs. Each club is advised of the number of programs required and the date they are required to be at the DRYA office for mailing by the DRYA.

### **7.3.1. REVISIONS TO SAILING INSTRUCTIONS AND REGATTA PROGRAMS**

Should revisions to the Sailing instructions or to a regatta program be required, a written notice should be sent to all contestants and member clubs. Extra copies should also be provided to the Race Committee boats. Such notices should be on a separate post card, or if enclosed with other mailings, be on a full sized sheet of paper easily distinguished from the other material .

### **7.4. TYPICAL PROGRAM FORMAT**

XXX YACHT CLUB  
Nth Annual Regatta  
Mo, Day, Yr

FLAG OFFICERS

XXX YACHT CLUB REGATTA COMMITTEE

RACE MANAGEMENT COMMITTEE  
Timers, and Starters

PROTEST COMMITTEE  
HONORARY JUDGES  
SAILING INSTRUCTIONS

The current DRYA Sailing Instructions (SI's) are adopted for this regatta [with the following exceptions]:  
List of exceptions, if any.

STARTING TIMES AND ORDER OF STARTS

AFTER THE REGATTA

Schedule of dinners, awards, protest meetings etc.

### **7.5. DRYA COURSE LAYOUTS**

See Sailing Instructions for each regatta.

## **SECTION 8. COMMUNICATIONS**

### **CONTENTS**

- 8.1. VISUAL COMMUNICATIONS
- 8.2. AUDIBLE COMMUNICATIONS
  - 8.2.1. VOICE
  - 8.2.2. CANNONS AND OTHER SOUND SIGNALS
  - 8.2.3. RADIO MARINE TELEPHONES

### **8.1. VISUAL COMMUNICATIONS**

Visual communications will be as prescribed by the Sailing Instructions and the Racing Rules.

### **8.2. AUDIBLE COMMUNICATIONS**

#### **8.2.1. VOICE**

Verbal communications will be limited to those allowed by the Sailing Instructions and the US Sailing Racing Rules.

Verbal communication with contestants shall be limited to officials on Committee boats only. No communications will be made by personnel on courier or stake boats.

#### **8.2.2. CANNONS AND OTHER SOUND SIGNALS**

All sound signals will be in accordance with the US Sailing Racing Rules.

#### **8.2.3. RADIO MARINE TELEPHONES**

FM - Race Committee boats, courier, stake and observers boats all shall have licensed and operable radiomarine sets (with a minimum of channels 9, 16, 68 and 72) and have a competent operator aboard.

A and B Course yachts shall have operable VHF radios and should monitor a pre-designated channel, for race committee instructions. For C course yachts, VHF radios are recommended if class rules allow)

Race Committee radio operators will broadcast in accordance with FCC regulations.

## SECTION 9. DRYA OPERATING POLICIES

### CONTENTS

- 9.1. MAILING LISTS
- 9.2. PRINTING OR MAILING FACILITIES
- 9.3. MAILING COSTS
- 9.4. FISCAL YEAR (MEMBERSHIP)
- 9.5. RESPONSIBILITIES REGARDING DRYA CHARGES
- 9.6. TRAVEL ASSISTANCE TO US SAILING CHAMPIONSHIPS
- 9.7. DRYA CLASS & START POLICIES
  - 9.7.1. NUMBER OF STARTS
  - 9.7.2. DATA
  - 9.7.3. CHANGES OF STARTS AND CLASSES FOR A NEW SEASON
  - 9.7.4. PETITIONS TO FORM NEW CLASSES
  - 9.7.5. PETITIONS OF A CLASS FOR A SEPARATE START
  - 9.7.6. DISCONTINUANCE OF EXISTING CLASSES
  - 9.7.7. PETITIONS FOR CHANGE IN SEQUENCE OF STARTS
  - 9.7.8. CHANGES TO NORMALLY ASSIGNED CLASSES
- 9.8. APPEALS
  - 9.8.1. FILING PROCEDURE
  - 9.8.2. APPEALS COMMITTEE POLICY
- 9.9. ALCOHOLIC BEVERAGES

Traditionally the DRYA Executive Committee has exercised its authority with respect to administrative matters, in accordance with the following policies:

#### 9.1. MAILING LISTS

Mailings lists are not available for commercial use without specific action by the Executive Committee. They may be used by DRYA member clubs for non-commercial purposes, but only with the approval of the DRYA Commodore for each such use.

#### 9.2. PRINTING OR MAILING FACILITIES

Use of DRYA printing or mailing facilities by anyone, (Member Clubs, and DRYA Committees included) must be approved in advance by the Commodore or the Secretary.

#### 9.3. MAILING COSTS

DRYA defrays the cost of mailing (First Class postage not to exceed one ounce, envelopes, addressing and stuffing) of one communication per member club for one Regatta which is open to all DRYA member registered yachts without entry fee. Postage in excess of one ounce, printing costs, etc., are charged back to, or paid directly by, the Club.

#### 9.4. FISCAL YEAR (MEMBERSHIP)

Individual and club memberships begin and end with the due date on the annual renewal notice (typically February 5th).

## 9.5. RESPONSIBILITIES REGARDING DRYA CHARGES

On occasion, individuals sign for charges at Member Clubs, or sign sales tickets or invoices at hardware or other stores for the account of DRYA. Clubs and stores who extend credit on such items assume the risk that they may not have been authorized and thus will not be approved by the Executive Committee. The identity of the person signing should always be ascertained by any Club or merchant.

## 9.6. TRAVEL ASSISTANCE TO US SAILING CHAMPIONSHIPS

The DRYA may provide money to competing skippers and crews to help defray travel expenses to participate in national and international championships as well as the semi-finals and finals of the following USSAILING events.

Adams Trophy	Mallory Cup
Alter Cup	O'Day Trophy
Bemis Trophy	Prince of Wales Bowl
Hinman Trophy	Sears Cup
Ida Lewis Cup	Smythe Trophy
Leiter Trophy	Youth Championship
Lloyd Phoenix Cup	

The DRYA will pay entry fees for championships of the Yacht Racing Union of the Great Lakes since such entries represent DRYA.

The funds provided to each skipper and crew will depend on the distance to the event. The funds will be allocated as follows up to a maximum of \$500 per event:

Distance	Area	Funds
0-100	Area encompassed by DRYA clubs	None
100-500	Other parts of the Great Lakes	\$100
500-800	East Coast except Florida	\$150
800-1500	Florida and Gulf Coast	\$200
Over 1500	West Coast	\$250

To be eligible skippers and crews must be members of the DRYA by June 1<sup>st</sup> and US Sailing in addition to qualifying in an elimination event or being designated by DRYA as the sole entry in an event.

Funds must be requested prior to an event and will not be allocated retroactively.

Skippers may request DRYA to fund entrance fees rather than travel funds for US Sailing Championships.

Each request must be reviewed for approval by the DRYA Executive Committee.

## 9.7. DRYA CLASS & START POLICIES

### 9.7.1. NUMBER OF STARTS

A maximum number of eighteen starts (not including breaks) will be recommended for any course or multiple courses using the same starting line.

When the number of starts on a course is at the maximum limit (18) and, in addition there are breaks between some starts which further extend the length of the regatta; the All Other Classes start on that course may be eliminated, if, on the registration deadline, no boats have registered to start in the All Other Classes start.

#### **9.7.2. DATA**

All data used in the implementation of this policy will be developed by the DRYA Class and Course Evaluation Committee and Fleet representatives from the official DRYA records of the last complete racing season.

All DRYA regattas raced in Lake St. Clair on the standard DRYA course and others of approximately the same length, are to be included in the data. DRYA long distance races and those outside Lake St. Clair will be excluded from the data.

#### **9.7.3. CHANGES OF STARTS AND CLASSES FOR A NEW SEASON**

All changes in number of starts, new classes, discontinuance of classes, separate starts and sequence of starts are to be decided by the Club Race Committee Chairs in their annual meeting. Requests for same should be directed to the DRYA Rear Commodore and/or the Class and Course Evaluation Committee Chair. Requests for changes must be made in writing and be signed by an official spokesman of the class or group of yachts involved, by February 1st. The committee, which is defined in the By Laws, will develop the necessary statistics and present them at the Race Chair meeting. Also, the committee will send their recommendations to the D.R.Y.A. Flag Officers with copies to the member club's Principal Race Officers, approximately two weeks before the meeting so that they can discuss them with their effected club members.

#### **9.7.4. PETITIONS TO FORM NEW CLASSES**

New Classes, without a full season's DRYA racing record, are asked to race in one of the "All Other" classes until the new class has more starters for one complete season than an existing class on the same course not racing in the "All Others" classes. If any owners of the new class boats raced a different boat the previous season; the number of races they started shall be counted as if they had raced in their new class boats.

#### **9.7.5. PETITIONS OF A CLASS FOR A SEPARATE START**

Petitions for a separate start, received from classes presently racing in a multiple start, will be honored if the number of starters in that class exceeded the number of starters of any class having a separate start on the same course. In such event, the latter class having the lesser number of starters will automatically be transferred to a multiple start in the same course. A "starter" is defined as a yacht which successfully starts a race without being disqualified for infractions prior to or when crossing the starting line. No subsequent event which affects an individual yacht or the entire race will alter the "starter" statistics used to implement this policy.

#### **9.7.6. DISCONTINUANCE OF EXISTING CLASSES**

The Race Committce Chairmen will review all classes having an average of less than 5 starters per race for one complete season (one design classes participating in national, regional or district competition on dates conflicting with DRYA regattas may have the number of required races reduced when the average is calculated). They may, at their discretion, require any or all such classes to race in the appropriate "All Other" class the following season.



### **9.7.7. PETITIONS FOR CHANGE IN SEQUENCE OF STARTS**

Petitions by a class to move up and start ahead of another class will be honored if the average elapsed time of the first 25% of the starters (minimum of three) in each race for the entire season of the petitioning class were less than the average elapsed time of the equivalent yachts in the class they wished to displace. The petitioning class, of course, will have to have maintained an average of more than the minimum of starters.

When a class is transferring its start to a different course with a different starting line, its sequence of starting on the new course will be determined by the speed of yachts as listed in the latest issue of the US Sailing Portsmouth Yardstick. If the elapsed time of two classes on the same course is being compared by means of DRYA statistics and the average number of starters of one class is more than twice the size of the other class the elapsed time of all of the yachts in both classes must be compared.

All changes to this policy will be made by majority vote of a quorum of all Race Committee Chairs in their annual meeting.

### **9.7.8 CHANGES TO NORMALLY ASSIGNED CLASSES**

Rated yachts which would normally fall into a particular class by virtue of their handicap may be assigned to the next class above or below if the Handicapping Committee determines that such a move would result in more equitable racing.

## **9.8. APPEALS**

### **9.8.1 APPEAL PROCEDURE**

The procedure for filing an appeal to the DRYA District Appeal Committee, shall be as prescribed in Appendix F of the Racing Rules of Sailing.

The Appellant shall, within 15 days after receipt of the protest and the protest committee's written decision:

- 1 Pay to the DRYA Appeals Committee an appeal fee of \$35 00.
2. Forward to:
  - a) Chair of the DRYA Appeals Committee.
  - b) Chair of the Protest Committee.
  - c) Other parties to the protest.

The following:

1. Notice of intent to file an appeal.
2. Appellants reasons for appeal.
3. Sailing instructions for the race in question.
4. Copies of the protest.
5. Copy of the written decision of the protest committee.
6. Names, addresses and telephone numbers of the skipper of all yachts named in the protest.
7. Name, address and telephone number of the Principal Protest Officer.

Other parties to the protest may file with the Principal Appeals Officer's comments concerning the appeal.

The protest committee shall forward to:

1. The Principal Protest Officer of the DRYA Appeals Committee.
2. The appellant.
3. The other parties to the protest.

The following:

- a) A copy of the protest.
- b) A copy of their written decision.

1. The Appeals Committee will handle all further communications regarding the appeal.
2. Review the protest and appeal based upon facts found by the protest committee.
3. Render a written decision.
4. Not allow any new facts or evidence to be admitted.
5. At its sole option if not satisfied with the facts presented or finds that the original hearing failed to follow prescription in the US Sailing rule book, return the case to the protest committee for re-hearing within a specified time.
6. At its sole option, in the event the appeals committee, after reasonable time and demand, cannot obtain sufficient data required to render a decision, order a re-hearing by the original protest committee within a specified time, and, in the event the re-hearing does not take place, appoint a protest committee to re-hear the case.

If an Appeal to US Sailing from the decision of the DRYA Appeal Committee is desired, it may be made to the US Sailing APPEALS BOARD, P.O. BOX 1260, 15 MARITIME DRIVE, PORTSMOUTH, RHODE ISLAND 02871. The DRYA Appeals Committee must be informed of the appeal to US Sailing. The appeals procedure as outlined in the Racing Rules must be followed.

It is recommended that parties to protest hearings request copies of the protest and decision at the time of the hearing and that the Principal Protest Officer and Principal Race Officer retain copies.

### **9.8.2 APPEALS COMMITTEE POLICY**

The Appeals Committee is a standing committee of the Detroit Regional Yacht-Racing Association (DRYA) and an "association appeals committee" of the United States Sailing Association (US Sailing). As an association appeals committee, the Appeals Committee decides appeals from decisions on protests and requests for redress involving both members and non-members of the DRYA and decisions referred to it by a protest committee. Thus, the Appeals Committee's decisions affect not only the parties to protests that are appealed, but also the DRYA's reputation throughout US Sailing and among the DRYA's members and the non-member racing sailors in its area.

The DRYA Executive Committee has adopted this Statement of Policy to improve the DRYA's reputation for the efficient and correct disposition of the matters before it, and for the benefit of the members and non-members served by the Appeals Committee, by assuring that proper attention will be given to the importance of the Appeals Committee, the qualifications of its members and the procedures by which it makes its decisions.

## **1. Membership and Qualifications.**

The Appeals Committee shall consist of seven persons appointed by the Executive Committee of the DRYA (one of whom shall be appointed as Chair and one as Secretary), subject to the following qualifications:

- a. All members of the Appeals Committee shall be Sustaining Members of the DRYA, and at least five of them shall be US Sailing-certified Judges or Senior Judges. A member of the Appeals Committee who ceases to be a Sustaining Member of the DRYA or whose certification as a Judge or Senior Judge expires without renewal shall no longer be qualified to serve and shall be deemed to have resigned from the Appeals Committee.
- b. A person may be appointed to the Appeals Committee for any number of successive terms. However, before appointing an incumbent member to another term, the Executive Committee shall take into account the member's record of attendance at meetings of the Appeals Committee.
- c. If a vacancy occurs on the Appeals Committee for any reason, the Commodore, with the approval of the Executive Committee, shall appoint a qualified person to fill the vacancy.
- d. During the absence, incapacity or disability of the Chair, the Secretary shall perform the duties of the Chair, and during the absence, incapacity or disability of the Secretary, the Chair shall perform the duties of the Secretary.

## **2. Meetings & Decision-Making.**

Meetings of the Appeals Committee shall be held as frequently as necessary for the efficient disposition of appeals or references properly before it.

- a. Definitions. For purposes of this paragraph 2, the term "Ineligible Member" means, with respect to a particular appeal or reference, any member of the Appeals Committee who is ineligible to take part in the discussion and decision on that appeal or reference because the member is an interested party or a member of the protest committee whose decision has been appealed or referred to Appeals Committee. (See Rule 77.5, 1989-1992 International Yacht Racing Rules, or any comparable rule adopted in the future.) The term "Eligible Member" means any other member of the Appeals Committee, including a person appointed under paragraph 2.b., to participate in the discussion and decision of a particular appeal or reference in place of an Ineligible Member.
- b. Ineligible Members. A member of the Appeals Committee shall not take part in the discussion or decision of any appeal or reference with respect to which he or she is an Ineligible Member. If there are more than two Ineligible Members with respect to a particular appeal or reference, the Chair shall appoint such certified Judges or Senior Judges as may be necessary so that the appeal or reference can be considered by at least five Eligible Members. Any person appointed under this paragraph 2.b. shall be a member of the Appeals Committee solely for the purpose of discussing and deciding the appeal or reference in question. In applying paragraphs 2.c. through 2.f., each person so appointed shall be considered a member of the Appeals Committee, and all Ineligible Members shall be disregarded, with respect to the appeal or reference for which the appointment was made.
- c. Meetings of the Committee. Except as provided in paragraph 2.g., the Appeals Committee shall not consider or decide any appeal or reference except at a meeting that is called as provided

in this paragraph 2, at which a quorum is present. Five or more members of the Appeals Committee shall constitute a quorum. No appeal or reference shall be decided except by the affirmative vote of (i) four or more members of the Appeals Committee if less than seven members are present and (ii) five or more members of the Appeals Committee if all seven members are present. The vote shall be taken at such a meeting, and only those members present at the meeting may vote.

d. Dates of Meetings. To assure that each appeal or reference receives the fullest possible consideration, each meeting shall be held at the call of the Secretary or the Chair on a date on which the greatest number of Appeals Committee members is expected to be able to attend, as determined by the Secretary or the Chair by polling all members of the Appeals Committee.

e. Notice of Meetings. Written notice of the date, time and place of each meeting of the Appeals Committee shall be mailed to all members of the Appeals Committee at least ten days before the meeting. The notice shall be accompanied by a copy of the file on each appeal to be considered at the meeting, unless the file was provided before the notice is mailed.

f. Members Unable To Attend Meeting. Any member of the Appeals Committee who cannot attend a particular meeting shall nevertheless submit an opinion to the Secretary, by either mail, email or telephone, on each appeal or reference to be decided at the meeting. The Secretary shall distribute each such opinion to the other members of the Appeals Committee at or before the meeting. Each such opinion shall be considered by the Appeals Committee, but it shall not be counted as a vote on the appeal or reference in question.

g. Acting Without a Meeting. When the proper outcome of a particular appeal or reference appears to be clear, the Secretary shall prepare a proposed written decision and send it to all members of the Appeals Committee with a copy of the related file (unless the file was provided previously). Each member of the Appeals Committee shall advise the Secretary, by telephone or otherwise, whether he or she approves the proposed decision. If all members approve the proposed decision, it shall become the decision of the Appeals Committee, but if any member fails to approve the decision within 14 days after it is sent by the Secretary, it shall be decided at a meeting in accordance with paragraphs 2.c. through 2.f.

### **3. Continuity of Policy.**

By accepting appointment to the Appeals Committee, a member shall be deemed to have agreed to act in accordance with this Statement of Policy, which shall continue in force until changed by the affirmative vote of at least 2/3 of the members of the Executive Committee then in office. Such vote shall be taken only after written notice of the proposed change to all members of the Executive Committee.

**9.9 ALCOHOLIC BEVERAGES**

No alcoholic beverages, including beer, are to be consumed by any member of the DRYA Race Management Team while serving on a Race Committee; until all of the races for the day have been completed and all responsibilities of the Race Committee have been fulfilled.

Any DRYA Judge when serving in an official capacity on any Protest Committee or Appeals Panel shall refrain from consuming any alcoholic beverage, including beer, until the duties of the panel have been completed.

## **SECTION 10. DRYA RELATIONSHIP WITH OTHER ASSOCIATIONS**

### **CONTENTS**

- 10.1. UNITED STATES SAILING ASSOCIATION
- 10.1.1. APPEALS UNDER US SAILING RACING RULE NO. 77
- 10.1.2. DISTRICT AND NATIONAL COMPETITIONS
- 10.1.3. VOTING RIGHTS
- 10.2. YACHT RACING UNION OF THE GREAT LAKES

The following is a brief description of the relationship between the DRYA and other Yachting Associations.

#### **10.1. UNITED STATES SAILING ASSOCIATION**

DRYA is a District affiliate of US Sailing. This provides for the following activities:

##### **10.1.1. APPEALS UNDER US SAILING RACING RULE NO. 77**

DRYA exercises intermediate appellate authority over protests.  
See DRYA OPERATING POLICIES

##### **10.1.2. DISTRICT AND NATIONAL COMPETITIONS**

DRYA promotes district competitions for the various National Championships sponsored by US Sailing (Adams, Sears, Prince of Wales, etc.). DRYA is in Area E for such purposes. Other Associations in Area E are: Inter-Lake Yachting Association (I-LYA), Lake Huron Yacht Racing Association, Lake Yacht Racing Association, and the Ohio Inter-Club Yachting Association.

##### **10.1.3. VOTING RIGHTS**

DRYA has voting rights in US Sailing and sends its delegate, appointed by the Executive Committee, to US Sailing meetings.

#### **10.2. YACHT RACING UNION OF THE GREAT LAKES**

DRYA is a member of the YRUGL. This Union includes, in addition, Lake Yacht Racing Association, Lake Superior YA, Lake Huron YA, Lake YRA (Ontario), Barthel Trophy & Cross Trophy and I-LYA to date. Its principal activity is the administration of the Dynamite & Richardson Cup and racing competition. YRUGL is currently striving to promote other Great Lakes competitions.

## SECTION 12. REGATTA AWARDS

### 12.1. FLAG CONVENTIONS

**First Place - Blue**  
**Second Place - Red**  
**Third Place - Yellow**

### 12.2. REGATTA SCORING

When boats sail more than one race for any regatta, the scores of all races sailed will be combined to arrive at a regatta winner for the purpose of awards.

The low point scoring system (US Sailing Racing Rules 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 total number of yachts participating in all races will be used as the number of starters even if this number exceeds the number starting in any single race. Yachts which do not participate in all races of a regatta will be ranked as DNS in the races they do not sail.

The positions of the yachts as calculated for the regatta awards will be rescored using the High Point Percentage system for DRYA seasons standings. (see section 13.13 SCORING SYSTEM).

Ties in regatta scoring will be resolved in the following precedence.

1. The yacht which beats the other the most.
2. The yacht with the best combined corrected time.
3. The yacht with the best finishing position in the last race.

## SECTION 13. DRYA AWARDS

### CONTENTS

- 13.1. SERIES FOR WHICH TROPHIES OR FLAGS WILL BE AWARDED
- 13.2. SCORING CONVENTIONS
- 13.3. AWARDS
- 13.4. DRYA SERIES SCORING
- 13.5. "A" AND "B" COURSE REGATTA SERIES
- 13.6. "C" COURSE REGATTA SERIES
- 13.7. THROWOUTS
- 13.8a. COMMODORE HERBERT J. MAINWARING TROPHY
- 13.8b. ST. CLAIR TROPHY
- 13.9. WJR TROPHY
- 13.10. COMMODORE C. J. DEEDS TROPHY
- 13.11. CLASS TROPHIES
- 13.12. SPECIAL TROPHIES
- 13.13. SCORING SYSTEM
- 13.14. CORRECTIONS TO RESULTS

#### **13.1 SERIES FOR WHICH TROPHIES OR FLAGS WILL BE AWARDED**

There may be a Spring and Summer Series, and/or a Fixed (Point-To-Point) Course and/or Windward/Leeward Series in addition to a Season Championship Series

Counting regattas will be those which are sailed on Lake St. Clair with at least three starters and which use the standard Class Splits.

Recognition of all DRYA winners will be made at the DRYA Annual Awards presentation.

#### **13.2. SCORING CONVENTIONS**

##### **SCORING OF REGATTAS WITH MULTIPLE RACES - SEE SECTION 12. (REGATTA AWARDS)**

##### **SCORING OF SERIES WITH REGATTAS HAVING MULTIPLE RACES**

Each individual race sailed will count toward a Regatta score which will then be used in determining a Series or Season Championship.

##### **ABANDONMENTS, CANCELLATIONS OR EXPIRED TIME LIMIT**

Yachts starting in a class whose time limit expires, may have that Regatta count as one of the required regattas of a series.

Yachts which start in a regatta (US Sailing rule 74.5a) which is abandoned or canceled, or yachts which are sailing in the vicinity of the starting area when a race is canceled or abandoned before their start, may have the regatta count as one of the required regattas of a series.

**THERE WILL BE NO POINTS ASSOCIATED WITH SUCH RACES.**



### 13.3. AWARDS

First, second, and third place awards will be given for each class with a designated start in each series. The number of awards is contingent upon the number of boats qualifying as set forth in the **Regatta Requirements for DRYA Classes** which will be published prior to the first race.

Perpetual trophies listed under **Class Trophies** will also be awarded.

### 13.4 DRYA Series Scoring

The requirements for **Series Awards** shall be defined and published in the spring of each year before the start of the series in the **Regatta Requirements for DRYA Classes**.

The **Spring Series** consists of the regularly scheduled regattas sailed before the BYC Mackinaw race.

The **Summer Series** consists of the remaining regularly scheduled regattas after the Spring Series.

The **Fixed Course or Point-to-Point Series** consists of the regattas sailed not using the Standard DRYA Sailing Instructions.

The **Windward/Leeward Series** consists of the regattas sailed using the Standard DRYA Sailing Instructions.

The **Season Championship Series** includes all regularly scheduled regattas.

### 13.5. "A" and "B" Course Regatta Series

Yachts sailing on the "A" and "B" courses will be scored as defined in the **Regatta Requirements for DRYA Classes** which will be distributed prior to the first race.

**PRF Classes** starting on the "C" Course will be scored as per the "A" and "B" Course Series.

### 13.6. "C" Course regatta series

Yachts sailing on the "C" course will be scored using the as defined in the **Regatta Requirements for DRYA Classes** which will be distributed prior to the first race.

**PRF Classes** starting on the "C" Course will be scored as per the "A" and "B" Course Series.

### 13.7. THROWOUTS

Throwouts are allowed according to the following table:

Number of regattas in series	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Number of regattas required	1	2	2	3	4	4	5	6	7	7	8	9	10	10	11
Thowouts allowed	0	0	1	1	1	2	2	2	2	3	3	3	3	4	4

**No regatta in which a DSQ is scored can be thrown out**

**13.8a. COMMODORE HERBERT J. MAINWARING TROPHY**

Winner shall be determined using the same scoring system as used to determine each of the season winners among all classes designated to sail on the "A" Course. All boats eligible to be scored for a regatta will be scored first place through the number sailing in that regatta. As classes often sail different length races, each boat positions shall be determined by calculating seconds per mile corrected time.

**13.8b ST. CLAIR TROPHY**

Winner shall be determined using the same scoring system as used to determine each of the season winners among the IRC classes sailing on the "A" Course. All IRC boats eligible to be scored for a regatta will be scored first place through the number sailing in that regatta. As classes often sail different length races, each boat positions shall be determined by calculating seconds per mile corrected time.

**13.9 WJR TROPHY**

Winner shall be determined using the same scoring system as used to determine each of the season winners among the classes designated to sail on the "B" Course. All boats eligible to be scored for a regatta will be scored first place through the number sailing in that regatta. As classes often sail different length races, each boat positions shall be determined by calculating seconds per mile corrected time.

**13.10 COMMODORE C. J. DEEDS TROPHY**

Winner shall be determined using the same scoring system as used to determine each of the season winners among the classes designated to sail on the "C" Course. All boats eligible to be scored for a regatta will be scored first place through the number sailing in that regatta. As classes often sail different length races, each boat positions shall be determined by calculating seconds per mile corrected time.

**13.11. CLASS TROPHIES**

As permanent custodian for various trophies, the DRYA presents these trophies either for DRYA season championships as dictated by a standard deed of gift, as determined by the individual deed of gift, or as requested by the class winning the trophy.

The standard deed of gift for trophies means the highest point average in all regularly schedule DRYA races in Lake St. Clair for which there is no added entry fee and a minimum number races must be sailed. A minimum of 3 yachts must start in each class and at least one yacht must finish for points to be awarded.

Class	Trophy	Condition
IRC-A	Edward Grant	Standard deed of gift
IRC-B	Com. R A. Priebe Trophy	Standard deed of gift
IRC-C	WC Noak Trophy	Standard deed of gift
PHRF-1	Com. Fraser and Schoenherr Trophy	Standard deed of gift
unassigned	Com. Kotcher Trophy	Standard deed of gift
PHRF-2	Com. James Nixon Trophy	Standard deed of gift

NA 40	Thomas Hardware Trophy	Standard deed of gift
unassigned	Detroit E. 22 Trophy	Standard deed of gift
Crescent	Crescent Sloop Trophy	Standard deed of gift
J 105	Com George Voelker Cup	Standard deed of gift
J 120	Com. H. C. McGregor	Standard deed of gift
C&C 35	DYC Trophy	Standard deed of gift
CR PRF	Com. Summerlee Trophy	Standard deed of gift
T 10	T10 Trophy	Standard deed of gift
CAL 25	McNaron - White Trophy	Standard deed of gift
EX 27	Com. Frank Martin Trophy	Standard deed of gift

#### Other Adult Trophies

Area E O'Day	George Griswold Trophy	Standard Deed of Gift
Unassigned	Cal 20 Trophy	Standard Deed of Gift
Unassigned	George Van Trophy	Standard Deed of Gift
Unassigned	Star Trophy	Standard Deed of Gift

### 13.12. SPECIAL TROPHIES

1. Sears quarter final winner Com. Paul Adam Trophy
2. Sears quarter final Shipshape winner Com. T. A. Davenport Trophy  
Com. T. A. Davenport (Sears Shipshape Trophy) – winner is determined at the time of the Sears
3. Junior Boys River Championship Com. Bruce Tappan Trophy
4. Junior Girls River Championship Com. Lynn G. Stedman Trophy
5. Junior Skipper of the Year Marine Recreation News Trophy  
Marine/Recreation News (Junior Skipper of the Year) Winner is selected based on highest accumulated race points. (Cox-Sprague system) plus proven sportsmanship shown by skipper. These are based on competition in one or more of the following series: Series Quarter Finals, River Championship. The winner is determined by the DRYA Junior Sailing Chairman.
6. Flying Junior Jr. Championship Flying Junior Jr. Championship Trophy  
Flying Junior Championship - trophy is awarded to the club which has the best season standing in Flying Juniors as a club. Cox-Sprague values are given for the best yacht of each club for each race and thus a season club average is calculated
7. Junior Club Sailing Program Achievement Com. Jack Sutton Trophy  
Com. Jack Sutton (Junior Club Sailing Program Achievement). award is made on the basis of reports made by clubs on their junior sailing program. The winner is chosen by a committee appointed by the chairman of the Trophy Committee, usually consisting of himself, the Chairman of the Junior Sailing Committee and the Commodore.

NOTE: The winners of the five following trophies (No. 8 through No. 12) are determined by the Flying Scot Committee, which consists of members representing each of the clubs involved in this competition.

8. Flying Scot Team Series Joe N. Krolich Trophy  
Awarded to the club with the best "Flying Scot Team" average selects the specific races each spring from the DRYA races sailed on the "C" course.
9. Flying Scot Womens River Championship Com. Alfred Schultz Trophy  
Awarded to the winner of the DRYA women's championship held each fall. The race is hosted by the inter-club Flying Scot Sailing Committee at a member club on a rotating basis. Each member club

owning Flying Scots can enter three women representatives for the three race round robin series. A keeper trophy is also awarded.

10. Flying Scot Men's River Championship Com. Paul S. Crosby Trophy  
Awarded to the winner of the DRYA men's championship held each fall. The race is hosted by the Inter-club Flying Scot Sailing Committee at a member club on a rotating basis. Each member club owning Flying Scots
11. Flying Scot Free For All Season Championship Com. Ken Leipprandt Trophy  
Trophy awarded to the individual with the best average, sailing a club owned Flying Scot on the regular DRYA races. A minimum of four races must be sailed . A keeper trophy is also awarded to the winner.
12. Flying Scot Team - Season Championship Com. Wilkinson Trophy  
Same as the Krolich trophy except that it includes all races sailed on the "C" course.
13. Area E Adams Elimination Winner GLYC Commodore's Cup  
For Area E Womens Sailing Championship
14. Area E Mallory Elimination Winner GLYC Commodore's Cup  
For Area E Men's Sailing Championship
15. Match Racing Championship Dynamite Trophy  
The Dynamite trophy is awarded to the winning skipper of the DRYA match racing championship This winner is usually also eligible to represent the DRYA in the Yacht Racing Union of the Great Lakes Richardson Trophy Series
16. DRYA A Course Overall Com. Herbert J. Mainwaring  
See 13.8a
17. B Course Overall WJR Trophy  
See 13.9
18. C Course Overall Com. C.J. Deeds Trophy  
See 13.10
19. IRC Overall St. Clair Trophy  
See 13.8b

### 13.13. SCORING SYSTEM

All class championships in DRYA are computed using the **High Point Percentage System**  
**Points for each Regatta:** see **Regatta Scoring** (section 12.2)

Each yacht scoring in a regatta, and not thereafter retiring or being disqualified, will be credited with a point for starting and a point for each boat it beats as shown below (where N is the number of competitors). All other competing yachts will get zero points (Rule 74.5 applies). Yachts which do not compete receive no score for the regatta

<u>Regatta Finishing place</u>	<u>Points</u>
First	N
Second	N-1
Third	N-2
Fourth	N-3
(etc.)	( etc.)

#### SERIES SCORE

**THE SERIES SCORE OF EACH YACHT SHALL BE CALCULATED AS FOLLOWS:**

- Sum of its regatta scores (minus throwouts)
- Divide this sum by the sum of the points it would have had if it got first in every regatta in which it competed and which was not a throwout

**THE HIGHEST SCORE IS THE WINNER AND THE OTHERS ARE RANKED IN DESCENDING ORDER.**

When boats have equal scores at the end of a series, ties are broken in favor of the boat with the most first places, and when ties remain the most seconds and so on. US Sailing Rule 10 also applies.

SERIES SCORING EXAMPLE								
BOAT	Regatta 1		Regatta 2		Regatta 3		SERIES SCORE'	
	FINISH	PTS	FINISH	PTS	FINISH	PTS		
A	2	5	1	5	2	5	$(5+5+5)/(6+5+6)$	= 0.882
B	3	4	2	4	3	4	$(4+4+4)/(6+5+6)$	= 0.706
C			4	2	5	2	$(2+2)/(5+6)$	= 0.364
D	4	3	5	1	1	6	$(3+1+6)/(6+5+6)$	= 0.588
E	1	6					$(6)/(6)$	= 1.000
F	5	2	3	3	4	3	$(2+3+3)/(6+5+6)$	= 0.471
G	DNF	0			6	1	$(0+1)/(6+6)$	= 0.083

### 13.14 Corrections to Results

Any suspected errors or discrepancies in published results must be reported, **by FAX, email or in writing**, to the DRYA office **within five days** of the publication date. After this time all results shall stand as final except for changes dictated by protests or appeals.

## SECTION 14. MEMBER PARTICIPATION IN REGATTAS

### CONTENTS

- 14.1. SAIL NUMBERS
- 14.2. SAIL NUMBER ASSIGNMENT
- 14.3. REGISTRATION
- 14.4. ASSIGNMENT TO RACING CLASSES
- 14.5. CHANGES OF CLASS
- 14.6. DEADLINES
- 14.7. RESPONSIBILITIES OF OWNER OR SKIPPER
- 14.8. MIDSEASON CHANGE REQUEST FORM

#### 14.1. SAIL NUMBERS

All yachts competing in DRYA sanctioned regattas under handicap or measurement rules must display US Sailing sail numbers to be assured of their finish times being taken. There may be no duplicate sail numbers in any class or fleet. When registering, any yacht which has the same sail number as a previously registered yacht must get a unique number before registration is complete. A "US" or a "USA" prefix to a number does not make it unique.

#### 14.2. SAIL NUMBER ASSIGNMENT

US Sailing Sail Numbers may be obtained from the DRYA from the US Sailing Sail Number Administrator.

#### 14.3. REGISTRATION

To be eligible to compete in DRYA regattas, all owner of a yacht must be (1) sustaining or provisional members, (2) meet class requirements, (3) register their yacht with the DRYA and (4) pay a registration fee. DRYA membership application and renewal forms include provisions for registration and list the required fees. These forms are available through the DRYA office or the DRYA web site.

Non registered yachts may race a maximum of two DRYA regattas by invitation of the Host Clubs.

The deadline for registration fees is shown on the renewal form sent to all yachts registered in the previous year. A late fee is imposed after this deadline. There is no deadline or late fee for yachts which were not registered by the member in the previous year.

#### 14.4. ASSIGNMENT TO RACING CLASSES

Yachts are assigned to classes according to their design or to the rating or handicap rule selected. If they do not qualify for an established class start, they may sail in one of the "ALL OTHER" starts. Competition in "All Other" starts is with similar boats and not with all boats in the start. i.e. Thistles and Lightnings might share the "C All Others" start and in that case Thistles race Thistles and Lightnings race Lightnings.

**All yachts must comply with the handicap rules, rating rules, one design class rules, or level class rules pertinent to their assigned class. All Class rules are required to be on file with the DRYA.**

#### 14.5 Changes of Class

After the date specified on the Dues and Registration Forms, changes of Class will be very restricted. Requests must be submitted in writing along with the payment of a Mid Season Change Fee. Yacht owners will be notified if their request is granted. Some examples where a Request for Change may be granted are: a yacht in a class that consistently has less than three boats racing, a yacht that is deemed unique by the Handicap Review Board and cannot be raced fairly in its current class, a yacht is modified such that its rating will be changed and no longer conforms to a one design class or is out of its current PHRF class splits, a yacht that is in a class eliminated by the DRYA Executive Board (no fee in this case).

The Executive Committee waiver allowing boats to race JAM instead of their designated class at season start for a particular day is not affected by the paragraph above. Yacht owners must observe Section 14.6 for notification purposes.

#### 14.6 Deadlines

All new registrations together with the appropriate fees, your intention to race JAM on a following Friday/Saturday Regatta, and rating or handicap changes **must be received at the DRYA Office by Noon on the Wednesday prior to the race at which they are to be effective.** These and the Mid Season Change Requests will be processed as quickly as possible.

#### 14.7. RESPONSIBILITIES OF OWNER OR SKIPPER

Members engaged in racing, and other boating activities have a variety of responsibilities pertaining to safety and protection of persons and property. Such responsibilities may be imposed by law, government regulation, racing rules and instructions, or other prescriptions. Members should comply with applicable requirements.

Competing yachts should be manned by an adequate and capable crew and in all respects be ready for sea.

All members must be adequately insured and show proof of insurance upon request.

## REQUEST FOR MID SEASON YACHT REGISTRATION CHANGE *NOT TO BE USED FOR HANDICAP REQUESTS*

I hereby request that the registration of my yacht be changed as follows:

**I understand that any registration changes will not take effect until the race following 6 PM of the Wednesday on or before which this change request was made.** If a race occurs in the meantime I will not continue to race in my present class unless I am still eligible.

OWNER \_\_\_\_\_ HOME PHONE \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ BUSINESS PHONE \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ FAX \_\_\_\_\_

**CHANGE FROM:**  
 SAIL NUMBER \_\_\_\_\_  
 YACHT NAME \_\_\_\_\_  
 DESIGN \_\_\_\_\_  
 CLASS \_\_\_\_\_  
 RATING OR HANDICAP \_\_\_\_\_

**CHANGE TO:**  
 SAIL NUMBER \_\_\_\_\_  
 YACHT NAME \_\_\_\_\_  
 DESIGN \_\_\_\_\_  
 (1)(2) CLASS \_\_\_\_\_  
 (1) RATING OR HANDICAP \_\_\_\_\_

- (1) Changes of handicap or rating subject to Handicapping Office verification. Any and all changes to the hull, rig or sails from what is shown on the latest handicap certificate must be reported. See DRYA Handbook Section 15 for details.
- (2) One-design and Level-rating classes may require special conditions to be met prior to racing in that class.

**THE FOLLOWING REQUIREMENTS HAVE BEEN MET** ( Please circle):

CHANGE FEE ENCLOSED	YES	NO	NOT APPLICABLE
CLASS REQUIREMENTS MET	YES	NO	NOT APPLICABLE
HANDICAP OR RATING CHANGES ON FILE	YES	NO	NOT APPLICABLE

SIGNATURE OF OWNER \_\_\_\_\_ DATE \_\_\_\_\_

RECEIVED BY DRYA \_\_\_\_\_ DATE \_\_\_\_\_ TIME \_\_\_\_\_



## **15. DRYA PHRF RULES AND REGULATIONS**

### **TABLE OF CONTENTS**

<b>15.1</b>	<b>FUNDAMENTAL BASIS OF PHRF</b>
<b>15.2</b>	<b>HANDICAPPING OBJECTIVE</b>
<b>15.3</b>	<b>D R Y A ADMINISTRATION OF HANDICAPPING</b>
<b>15.4</b>	<b>U S SAILING ROLE</b>
<b>15.5</b>	<b>SCOPE OF HANDICAPPING ACTIVITY</b>
<b>15.6</b>	<b>VALID LISTS AND CERTIFICATES</b>
<b>15.7</b>	<b>OWNER'S RESPONSIBILITIES</b>
<b>15.8</b>	<b>ENFORCEMENT</b>
<b>15.9</b>	<b>STANDARDS</b>
<b>15.10</b>	<b>TYPES AND BASIS OF HANDICAPS</b>
<b>15.11</b>	<b>DEFINITIONS, MEASUREMENTS, VERIFICATION AND STIPULATIONS</b>
<b>15.12</b>	<b>PHRF CREDITS, PENALTIES AND ADJUSTMENTS</b>
<b>15.13</b>	<b>HANDICAPPING REVIEWS</b>
<b>15.14</b>	<b>ADJUSTMENT OF BASE HANDICAPS</b>
<b>15.15</b>	<b>OWNER OR COMPETITOR REVIEW OF BASE HANDICAP</b>
<b>15.16</b>	<b>OWNER OR COMPETITOR APPEAL OF BASE HANDICAP</b>
<b>15.17</b>	<b>HANDICAP REVIEW BOARD TIMELINE</b>

#### **15.1 FUNDAMENTAL BASIS OF PHRF**

PHRF handicaps are boat speed handicaps. They are intended to reflect the speed potential of a boat and not to measure the crew's performance. Speed potential is defined as the maximum speed which can be attained by a well equipped, well conditioned boat with a clean bottom, good sails and well sailed by a good skipper and a good crew.

#### **15.2 HANDICAPPING OBJECTIVE**

The objective of the DRYA is to provide fair handicaps with minimum expense and inconvenience to boat owners and to make the handicapping process understandable to them.

It is imperative that all parties involved cooperate to provide the data necessary to rate a boat fairly. This includes the manufacturers, owners, measurers, sail makers and handicappers. DRYA handicaps a specific combination of sails, rig and hull. Measurements must be submitted and a new PHRF certificate will be issued if a different combination of sails, rig and hull is used for racing.

This Section 15 is the basis for achieving these fair handicaps and explaining how it is accomplished.

#### **15.3 ADMINISTRATION OF HANDICAPPING**

See the DRYA Bylaws.

All persons with a role in the Handicapping process must be knowledgeable of Article V of the Bylaws and the PHRF rules and regulations in section 15 of the DRYA Handbook. In particular, they must understand and prescribe to the fundamental basis of PHRF handicaps and adhere to these principles in their roles as Handicappers. The Vice Commodore is an ex-officio member of all PHRF committees.

#### **15.4 U S SAILING ROLE**

US Sailing provides standard design data used for handicapping purposes. US Sailing also provides handicap data for racing jurisdictions in the US and Canada. However as handicaps are assigned and administered locally by

organizations such as the DRYA handicaps for identical boats may vary from one area to another due to wind ranges considered or boat differences like stripped or full interiors, etc. The DRYA current Valid List spells out which handicaps are used for races under its jurisdiction. U S PHRF also provides a mechanism for the protest of handicaps that cannot be resolved at the local level.

### **15.5 SCOPE OF HANDICAPPING ACTIVITY**

Upon request, the DRYA provides handicaps for all member yachts based on Section 15.

In addition the DRYA provides a handicapping service for any other yachts requesting a handicap, providing a completely filled out DRYA PHRF Handicapping Form is submitted with the two signatures (the owner and one of the following: measurer or sail maker), and the prescribed fee is paid.

The DRYA also provides a Provisional Jib and Main handicap for local boats that race in Member Club Races. The Provisional Jib and Main Handicap Form is found on the DRYA website and instructions for its use are included on the form.

Handicaps are generally determined in three-second increments. The use of one (1) second increments may be used for certain cases or for credits and penalties as determined by the Chief Handicapper.

By the end of October, the Chief Handicapper shall provide the DRYA Executive Committee with preliminary Class Splits for the following year.

The Chief Handicapper shall recommend Class Splits at the March or April DRYA Executive Committee meeting for their approval, for ratification by the DRYA Member Yacht Club Race Committee Chairs.

### **15.6 VALID LISTS AND CERTIFICATES**

PHRF yachts will be issued individual handicap certificates. A "Valid List" giving the current handicaps and penalties and handicap type for all boats shall be posted by the DRYA. The current Valid List is posted on the DRYA website at: [www.DRYA.org](http://www.DRYA.org) and is available by US mail upon request at an additional charge.

By March 1, the Chief Handicapper will post a PRELIMINARY VALID LIST, on the DRYA website which will reflect all handicaps that have been approved for the new season. After this list is posted any further changes will be through the appeal process to USPHRF or by addition of new yachts, action on T handicaps, late filing or correction of errors, or changes in measurements or sails.

Individual Handicap Certificates will carry a unique number and be valid from the date of issue or until adjusted by the Chief Handicapper and will expire December 31 of the year of issuance.

Following the hearing and resolution of all pending appeals a FINAL VALID LIST shall be posted by MAY 1 on the DRYA website and also available from the DRYA Office. Revised Valid Lists will be posted to the website upon the addition of late filing on newly rated yachts or those with changes.

A Provisional Jib and Main (PJAM) Valid List will be posted periodically to identify the boats included in the Member Club Races. PJAM handicap boats will not receive an individual certificate.

The HRB may meet in June the week following the third regular DRYA race and/or July and September to consider any adjustments in the Valid List that may be necessary. The Chief Handicapper also provides the "Valid List" data to US Sailing for publication in the U.S. Sailing "History of US PHRF Affiliated Fleet Handicaps".

## 15.7 OWNER'S RESPONSIBILITIES

The owner shall provide all measurements on the DRYA application and the PHRF Handicapping Form before a yacht can be handicapped. Measurements are required to allow the handicappers to determine deviations from base boat dimensions and for information on the yacht. To obtain a handicap, owners must submit a completely filled out DRYA PHRF Handicapping Form approved for correctness and signed by the owner. If it is a new boat or first time registered with DRYA the PHRF form shall be signed as well by one of the following: measurer or sail maker. The form is available on the DRYA web site at: [www.DRYA.org](http://www.DRYA.org) or from the DRYA office. The owner will verify the DRYA data accuracy annually as a part of the annual DRYA membership and handicap renewal process. The owner shall notify the Chief Handicapper at the DRYA office of any new or recut sails, changes to the hull, appendages, rig, sail dimensions, or weight along with appropriate verification. The owner must provide the DRYA office with sail certificates issued by ORC Class C measurers or equivalent, for all mainsails, headsails with LP > 110%, headsails with battens, staysails, spinnakers, asymmetrical spinnakers, code zeros and mizzen staysails before these sails can be on the yacht during a race. Before and after plans or photographs are required for hull and appendage changes. In addition verification of such things as modifications of keels, rudders or interiors or aggregate weight changes in excess of + or - 50 lb. is required. The 50 lb weight change is cumulative and the base weight does not start over each season.

The owner shall adhere to the PHRF Rules and Regulations and to race the boat in the appropriately Handicapped condition.

During the racing season the owner shall inform the DRYA office in writing, or electronic transmission at: [barbseskiDRYA@gmail.com](mailto:barbseskiDRYA@gmail.com) as soon as possible but not later than 4 PM on the Monday before the race, of changes to the yacht configuration, including new sails on board, that have not been registered with a sail measurement certificate. The DRYA office will electronically send an updated DRYA Handicap Certificate to the owner by Friday. Pickup may be requested. A copy of the certificate should be kept on the yacht. Competing in a race with a yacht in a configuration in variance with the DRYA handicap certificate is subject to protest by any owner/competitor or the DRYA HRB. Racing a yacht in variance with the DRYA Handicap Certificate is racing a yacht that is unrated by the DRYA and is subject to a 10 second penalty. The DRYA reserves the right not to handicap a yacht, if the owner has provided insufficient data or denied adequate access to the yacht.

Each owner with an email address will share it with the DRYA office so electronic communication can be used to simplify and speed-up the yacht handicapping information process.

Owners shall present their own cases regarding a handicap review or appeal at all steps of the process.

## 15.8 ENFORCEMENT

PHRF depends largely on the Corinthian spirit of the sailors using the rule for enforcement.

Upon request, owners must provide adequate access to boats for inspection. Failure to comply will result in a ten-second penalty

Any changes to the hull, sails or rig configuration as handicapped may be cause for a handicap adjustment. A yacht will be assessed a ten second penalty after new sails are added or changes are made, and must not be raced without this penalty, until a new measurement certificate is obtained and the proper handicap verified. This gives all competitors the assurance that all appropriate penalties are assessed. (New sails of equal or smaller dimensions are exempt from provisions of this paragraph if a sail maker's certificate or measurer's certificate is filed with the DRYA Handicapping Office by 4 PM on the Monday before the new sails are used in the next DRYA race.)

It is assumed that any changes are made to increase the performance of the yacht and will probably result in a less advantageous handicap. It is suggested that changes be reviewed with the Chief Handicapper before they are made.

Any yacht is subject to protest and disqualification (DSQ) for unreported changes or use of oversize sails or failure to provide adequate access. If the change is reported to the Chief Handicapper, he will inform the Race Committee and the boat will race with the 10 second penalty. No protest or DSQ will apply.

## 15.9 STANDARDS

PHRF yachts sailing in DRYA regattas must meet or exceed U. S. Coast Guard safety requirements for In Shore sailing. Boats not meeting these requirements may be rated separately.

All hull, rig, sail measurements, sail points of trim, and definitions shall be as stated under the appropriate IMS or ORR rules as published in ISAF. If ISAF changes any hull, rig, and sail measurements or definitions, Section 15 will be deemed amended to comply without further approvals. US Sailing standard design data for hulls and rigs is the standard for all handicaps.

General PHRF terms, unless defined herein or the context indicates otherwise, terms used in Section 15 shall be construed consistent with the Equipment Rules of Sailing (ERS) and shall have the same meaning as those terms that are used under ORR.

The ORR Rules, ERS and the IRC Rules, unless stated otherwise, are intended for reference only. The latter three are available via the ISAF web site at: [www.sailing.org](http://www.sailing.org)

## 15.10 TYPES AND BASIS OF HANDICAPS

### The Basis for a Yacht's Handicap:

**The base handicap** is done after careful consideration and analysis of hull parameters, rig and sail dimensions, yacht polar diagrams, USSAIL boat and rig data, USPHRF data, race experience, race results, on-the-water observations, DRYA RPP or VPP calculations, IMS, IOR, ORR and/or IRC certificates, if available, along with other relevant data to arrive at the **boats speed potential in 8-12 knot winds on courses with 1/3 each: beating, reaching and running wind situations.**

The HRB may consider data indicating the boat's speed potential from Windward/Leeward, Point to Point races and other races that do not meet the 1/3 windward, reaching and running requirements. Race data for the last two years is mandatory (Boats with less than two years data available will still be evaluated but two years of data is required before a Temporary handicap can be changed to a base handicap) but up to 5 years of race data may be used. Race data is analyzed in terms of seconds per nautical mile and seconds per mile out of second place.

**Type of Handicaps:** A **base handicap** in seconds per nautical mile is assigned to each sailboat or one design class for which there is complete owner provided data and sufficient race data from the DRYA, or another area that is available if approved by the HRB.

A base handicap assumes:

- Standard hull and interior, keel, rudder, and rig as originally designed and built.
- Genoa overlaps of 155% or less.
- Spinnaker Pole Length (SPL) or Tack Point Spinnaker (TPS), no greater than design (SPLdes)
- Spinnaker Max Width (SMW) no greater than 180% of SPL
- A folding propeller, a feathering propeller, a retracted outboard or a two bladed propeller in an aperture.

Identical boats will have the same base handicap.

**Base handicaps:** Previously registered or like boats with an established base handicap shall be assigned the same handicap by the Chief Handicapper unless they have been Reviewed or Appealed in which case the base handicap will be as determined by that Review or Appeal. One of a kind yachts and those previously unrated by DRYA must be approved by a vote of the HRB and also receive a T handicap. The Chief Handicapper will assign to the appropriate handicapping group to develop a recommendation on the yacht handicap.

A **temporary handicap (T)** shall be assigned to a boat with insufficient data, one of a kind yachts and those previously unrated by DRYA to allow it to still race and accumulate performance data. These temporary handicaps are clearly denoted on the DRYA PHRF Certificates and the Valid List with a “**T**” notation.

**Adjusting Temporary Handicaps:**

Temporary handicaps are subject to adjustment at any time after the first 3 races of the season through race data analysis. Owners of these yachts shall be given the opportunity to participate in the discussions prior to the adjustment. After 2 years of race data has been collected and analyzed the T handicap will be removed. Adjustments may happen at any regularly scheduled HRB meeting or other meeting called by the Chief Handicapper.

A **Restricted handicap (R)** may be assigned to boats, which do not meet minimum equipment or accommodation standards for DRYA recognized events.

A **One Design handicap (OD)** will be assigned to boats which normally race in a "one design" configuration that may not conform to the base handicap configuration. If such a boat chooses not to race in its one design configuration then all applicable penalties and credits shall apply. Classes given a One- Design handicap must have their class rules on file with the DRYA and be posted on the DRYA website ([www.DRYA.org](http://www.DRYA.org)).

A **Special (S)** handicap may be given for a unique, owner specified configuration, for a racing yacht. All credits, penalties or adjustments and the base handicap are combined in one handicap. These “**S**” handicaps are clearly noted on both the DRYA PHRF Certificates and the "Valid List".

**Racing handicap (HCP):** This is the boats base handicap modified by her credits and penalties to arrive at the racing handicap. The credits, penalties and adjustments for certain features are specifically defined in Section 15.12

**Cruising Handicap :** This handicap is for a boat that does not use symmetrical spinnakers or spinnaker poles used with a spinnaker. This is the boats Racing handicap modified by her credit for no symmetrical spinnakers or pole used with a spinnaker. This credit is 6 seconds.

There are specific additional restrictions on this handicap as follows:

- A maximum of two (2) jibs greater than 110% LP may be carried. The number of headsails carried will be shown on the yacht's PHRF certificate. (1 or 2)
- A maximum of two (2) asymmetrical spinnakers may be carried (includes Code Zeros) without penalty. Additional asymmetrical spinnakers may be carried if declared and a 3 sec/mi penalty will be assessed for each additional asymmetrical spinnaker on board. The number of asymmetrical spinnakers carried will be shown on the yacht's PHRF certificate.
- No whisker or spinnaker poles may be used to fly the asymmetrical spinnaker.
- The asymmetrical spinnaker tack must be attached to a tack point (or is attached to a tack line that is led to a tack point) that is no more than 12 inches forward of the head-stay on, or as near as possible to, the centerline of the hull.
- There is no restriction on the length of the tack line, but it is strictly prohibited to divert the tack-line by any means such as, but not limited to, through or around an after-guy, pulpit, cleats, Turks head, bow chock or other outrigger before it reaches the spinnaker tack block.
- Whisker or spinnaker poles limited in length to J may be used for poling out jibs or genoas.
- A boat may only fly one sail forward of the mast at any time, except while actively engaged in the process of changing sails forward of the mast. This prohibits the use of staysails, and partially or completely unfurled headsails while an asymmetrical spinnaker is flying.
- However, in severe wind conditions, the use of a Storm Jib is allowed (area of the storm jib cannot exceed 5% of "I" squared) as the only sail being flown forward of the mast.
- A boat receiving the Roller Furling (RFG) Credit shall keep her headsail fully furled all times when not in use, except while actively changing headsails. This specifically prohibits dropping a headsail to the deck at any time except while actively changing headsails.

A boat with this handicap may or may not have a roller furling genoa (RFG). If a RFG is used, it must comply with the requirements in section 15.12.

**JAM handicap:** This handicap is for a boat that uses only jib (or genoas) and main sail for racing (no spinnakers, asymmetrical spinnakers or Code Zeros). This is the boats racing handicap modified by her credit for no spinnakers or pole with a spinnaker. This handicap will be the Race Handicap plus the time as determined by Table 1 which is posted on the DRYA website at: [www.DRYA.org](http://www.DRYA.org).

There are specific additional restrictions on this handicap as follows:

- Whisker or spinnaker poles limited in length to J may be used for poling out headsails.
- A boat that does not provide spinnaker measurements on the annual DRYA application will only be given this handicap in the scratch sheets and the yacht handicap class will be designated JAM.

## 15.11 DEFINITIONS, MEASUREMENTS, VERIFICATION AND STIPULATION

Experience has shown that boats, which were thought to be identical, were really quite different. Builders sometimes offer stripped or full interiors and modify spars according to availability of material. In the event that dimensional data for supposedly identical boats proves different, the smaller dimensions shall be considered as the base boat dimensions for the purpose of determining penalties. US Sailing provided standard design data for hull and rigs etc will be used for handicapping purposes. The oldest available IMS/IOR measurements will be used for design when there is no US Sailing data available. The following are acceptable for VERIFICATION of hull parameters and rig dimensions: IOR, MORC, IMS, AMERICAP, ORR, IRC or PHRF certificates, if the owner certifies in writing that the boat has not been changed since the date of the certificate. Measurements may be challenged by the HRB or a competitor.

- Measurement by a DRYA approved measurer (see Directory for list of measurers).
- Hull data to be provided and explained by the owner if different from the US Sailing data include LOA (Length Overall), LWL (Waterline Length), Beam, Draft and Displacement in sailing trim. The actual weight of yachts is preferred but manufacturers' estimates will be accepted.
- Rig measurements required are I, Ig, Is, J, P, E, SPL, STL, TPS or sprit. Spars must be banded.
- Height P must be shown by one inch black bands painted or black tape on the mast. Length E must be shown by a one inch black band painted or black tape on the boom.
- The black band color may be changed to white to clearly contrast with the mast/boom color. Yachts without one-inch bands will be penalized 10 seconds until the bands are applied.
- Any sail that falls into a penalty size must be specifically declared to the Chief Handicapper. Standard
- DRYA sail penalties will be applied to these sails.
- A certified sail maker's certificate is acceptable for sail and rig measurements when issued by an
- ORC Class C measurer or equivalent.
- Any sail that does not meet IRC or ORR requirements will incur a penalty unless specified below.

**Headsails:** Measured in accordance with the ISAF rule, all headsails with a mid-girth greater than 50% of the LP will be reviewed for possible penalty assessment. The upper  $\frac{1}{4}$  girth shall be limited to  $0.25*LP$  for overlapping headsails and  $0.27*LP$  for non-overlapping headsails. Staysails shall conform to the measurement limits for headsails. Headsails require L, LP, SF, and  $\frac{1}{2}$  and upper  $\frac{1}{4}$  girth measurements.

**Mainsails:** The number of mainsail battens is not limited. Full-length batten construction must meet IRC or ORR measurement criteria.

Mainsails that meet IRC measurement criteria without requiring special declaration may be used provided that:

- Mainsail half-width (MHW) may not exceed  $0.65*E$
- Mainsail three-quarter width (MTW) may not exceed  $0.38*E$
- Mainsail seven-eighth width (MGT/MUW) may not exceed  $0.22*E$
- Mainsail Head (HB) may not exceed  $0.5ft$  or  $.04*E$

## Spinnakers:

Symmetrical Spinnakers: For measurement as a standard spinnaker, a sail must have the following characteristics:

- A sail which is symmetrical about a line from the head to the center of the foot with a luff and leach of equal length.
- $SL_{des}$  is defined as 0.95 times the square root of ( $I_{des}$  squared + ( $J_{des}$  or  $SPL_{des}$ ) squared) using the larger of the design for the J or the SPL.
- The mid girth, SMG greater than 0.75 of the foot length.
- The luff or leach SL shall not, without penalty exceed the  $SL_{des}$
- Maximum width (SMW) shall be limited to ( $SMW_{des}$ ) equal to  $1.8(J_{des}$  or  $SPL_{des}$ ) without penalty. The foot length SF shall be limited to  $1.8(J_{des}$  or  $SPL_{des}$ )

Spinnakers require SL, SF, SMW, SMG and area measurements.

For the purpose of the aerodynamic model, the area of a symmetric spinnaker is determined as  $SL*(0.5*SF+2*SMW)/3$

**Asymmetrical Spinnakers:** Asymmetrical spinnakers shall have the following characteristics:

- An area no greater than the standard spinnaker for that yacht.
- Luff and leech must be of unequal lengths
- $(ASLU + ASLE)/2$  shall not, without penalty exceed  $SL_{des}$
- $ASMW$  is limited to  $ASMW_{des}$  equal to 1.8 times the greater of  $J_{des}$  or  $SPL_{des}$ , without penalty.
- $ASMG$  shall not be less than 0.75 ASF.

Asymmetrical spinnakers require ASLU, ASLE, ASF,  $ASMW$  and  $ASMG$  and Area measurements.

The SPL and or maximum extension of the movable bowsprit (TPS) are required if the yacht is raced with either of these configurations. If the tack point of the spinnaker is forward of the forestay, it must be reported and appropriate penalties shall apply (ref. SPL/J penalties.)

For the purpose of the aerodynamic model, the area of an asymmetric spinnaker is determined as  $ASL*(0.5*ASF+2*AMG)/3$

## 15.12 PHRF CREDITS, PENALTIES AND ADJUSTMENTS

Measured versus standard (design) dimensions, oversize or undersize. Ratio expressed in percent. The chief handicapper shall apply these credits and penalties.

**LP/J** For boats whose largest standard genoa is designed to be 155%

- < 120%J 9 second credit
- $\geq 120\%J$  to  $140\%J$  4 second credit
- > 140%J to 155%J No credit or penalty
- > 155%J to 170%J 3 second penalty
- > 170%J 6 second penalty

**I/I<sub>des</sub>, Ig/Ig<sub>des</sub>, Is/Is<sub>des</sub>, P/P<sub>des</sub>, E/E<sub>des</sub>, J/J<sub>des</sub>, SPL/SPL<sub>des</sub>, TPL/TPL<sub>des</sub>, SL/SL<sub>des</sub>, SMW/SMW<sub>des</sub>,  $(ASL + ASLU)/2/(ASL+ASLU_{des})/2$ ,  $ASMW/ASMW_{des}$ , Mainsail Area increases due to Square Top or Fat Head Mains.**

For each 5% increase a 3 second penalty:

- >100% to 105% 3 second penalty.
- >105% to 110% 6 second penalty

**P/P<sub>des</sub>, E/E<sub>des</sub> only.**

For each 5% decrease a 3 second credit:

- $\leq 95\%$  to  $>90\%$  3 second credit
- $\leq 90\%$  to  $>85\%$  6 second credit

Square Top or Fat Head Mains must be declared and will incur an automatic 3 second penalty. The addition of sail area resulting from oversize MHB (Mainsail Head Board) measurements will incur additional penalties, as shown above.

Any excess beyond the above stipulations may result in a penalty and must be reviewed by the HRB.

**Spin Area/Spin Area des or Asym area/Asym Area des.**

- 0% to 10% increase 3 second penalty
- >10% to 22% increase 6 second penalty
- >22% to 37% increase 9 second penalty
- >37% increase 12 second penalty

Spinnaker penalties for SL, SMW, (ASL +ASLU)/2, ASMW and area increases are not additive. The larger of the two determines the penalty.

**Maximum Number of Asymmetrical Spinnakers (Cruising Handicap only).**

Additional asymmetrical spinnakers above the limit of two will be penalized 3 seconds per extra Asym spinnaker. The number of asymmetrical spinnakers carried will be shown on the yacht's PHRF certificate.

**Short on center sprits for tacking an asymmetrical spinnaker.**

**Definition of this sprit:** When an asymmetrical spinnaker is flown without a pole, the tack is attached to a tack point (or is attached to a tack line that is led to a tack point) that is no more than 12 inches forward of the head-stay on, or as near as possible to the centerline of the hull. There is no restriction on the length of the tack line, but it is strictly prohibited to divert the tack line by any means such as, but not limited to, through or around an after-guy, pulpit, cleats, Turks head, bow chock or other outrigger before it reaches the spinnaker tack block.

**Cruising Handicap** An asymmetrical spinnaker may only be flown without a pole. No penalty will apply when a sprit configured in accordance with the description in the first paragraph of this section is used.

Yachts that normally use a spinnaker pole for both symmetric and asymmetric spinnakers that choose to tack the asymmetrical spinnaker on this sprit instead of the pole may incur a penalty. Penalties will be decided on a case by case basis but will not exceed 3 seconds, when configured in accordance with the description in the first paragraph of this section. This style sprit must be declared and the TPS measurement will be shown on the yacht's PHRF certificate.

**Movement of weight**

Addition, removal or relocation of ballast or equipment in excess of 50 pounds affecting the trim of the yacht, may subject the yacht to additional penalties or credits as determined by the HRB. The 50 lb weight change is cumulative and the base weight does not start over each season.

**Other Considerations**

- A boat with a retractable outboard motor typically is considered to be six seconds faster than an otherwise identical boat with an inboard engine.
- A boat with a full depth keel typically is considered to be up to six seconds faster than a shallow draft keel or a centerboard.

Determination of the difference for handicapping purposes of a specific boat is within the discretion of the HRB.

**Measurements**

Boats without a valid measurement certificate will be assigned a temporary 10 second penalty pending receipt of the measurement certificate and review of the data contained therein by the Chief Handicapper. The penalty will be removed and a new certificate is issued once the Chief Handicapper has considered the data. Any boat assigned a penalty under this provision shall race in the class they would normally race in without the penalty, but be scored based on the handicap with the penalty applied. All measurements are to be to normal measurement tolerances. The source for design data is the current US Sailing Design Data File.



One design yachts are also required to provide complete measurement information because they can sail in any PHRF race with their DRYA PHRF handicap.

### **Credit for Propellers**

#### **Credit for Fixed Blade Propellers**

Upon written request of an owner and certification that their boat is equipped with a fixed bladed propeller not in an aperture that conforms to dimensions established by the manufacturer for that boat, the HRB may assign a handicap credit up to the following limits:

Two blade or sail drive two blade: 6 to 9 seconds per mile  
Three blade or sail drive three blade: 9 to 15 seconds per mile

The owner must submit the diameter and pitch of the propeller and a photograph to get the credit.

Boats with fixed blade propellers in an aperture and boats whose existing base handicaps were established with consideration already given to a fixed blade propeller will be reviewed on an individual boat basis, but will not normally be granted a credit.

### **Credit for Roller Furling Genoas (RFG Credit) above deck drum installations, only. (Aftermarket Only RFG systems)**

Credits shall be as follows;

**A laminate sail** with a luff between 97.29% – 95.5% of Max Luff Length (Reduction in luff of between 2.71% and 4.5%)  
**Credit 3 seconds.**

**A laminate sail** with a luff less than 95.50% of Max Luff Length. (Reduction from luff of more than 4.50%).  
**Credit 6 seconds.**

**A woven Dacron sail** with a luff less than 95.50% and an appropriate size and weight UV protection cover on the leach and foot.  
**Credit 9 seconds.**

To be eligible to apply for a 3 or 6 second credit, the owner shall agree that the boat will carry on board only two (2) headsails with a LP greater than 110% for the racing season.

To be eligible to apply for the 9 second credit the owner shall use one and only one roller reefing headsail >110% and be limited to one asymmetrical spinnaker (no symmetrical spinnakers) for the racing season.

To apply for the credit the owner must fill out the Annual DRYA Application Form or the DRYA Credits Form. The owner also agrees stating that he/she has read, understands and will abide by the restrictions associated with the credit.

**Information** that must be supplied at the time of request for a furling credit:

- Sail certificates of old, recut and new sails with luff length LL
- Make and type of Roller Furler.
- The height of the tack point above the deck jib tack. This height must remove the possibility of the sail being a deck sweeper
- The following measurements are required for the roller furling credits:
  - JLL : Jib Luff length measured in a straight line from jib tack to jib head along the jib Luff of the roller furler.
  - L : Luff Distance is measured from the jib tack on the deck to the highest point the jib halyard shackle will go, along the line of the forestay.

- Foot length (measured between tack and clew) and Foot Round length (the greatest distance measured perpendicular from a line between tack and clew to the foot)

**Note:** This credit will not be automatically applied to the race handicap. The Chief Handicapper will have the authority to approve or disallow this credit.

**Stipulations and/or Restrictions:**

In addition, the roller furling system must be capable of withstanding all loads from the sail being fully rolled out down to any partially rolled in position in true wind speed (TWS) up to 25kts. The owner must assure the use of a working, standard unmodified roller furling headsail unit. All headsails must be cut so as to be capable of being completely rolled on the foil of the furling unit. All headsails must be set on the furling unit. The head and tack must be attached to the head swivel and drum. In addition, the luff tape must be inserted in the foil. The headsail may only be dropped on deck briefly during a jib change for the time reasonably necessary under the existing conditions to complete the sail change. Height of jib tack above the deck 10 inches minimum. For any RFG installation it is illegal to use a Cunningham to pull any part of the sail luff below the 10" height above the deck.

Flying a staysail is not allowed on any boat that receives the RFG Credit. In severe wind conditions the use of a Storm Jib is allowed (area of the storm jib cannot exceed 5% of "I" squared), or a storm sail such as an 80% Genoa (area not to exceed 13.5% of the "I" dimension squared).

On any headsail with an LP > 110% of the J dimension, up to four battens of any length on the leech are permitted, provided that they do not restrict rolling the jib completely on the furler.

The foot round may not exceed 2% of the foot length.

Each roller furling headsail shall be measured and marked by the sail maker for compliance and an easily visible colored sticker applied, within one foot of the clew.

- 3 second credit yellow color
- 6 second credit green color
- 9 second credit orange color.

Designation of which sails to be flown will be noted, on the DRYA Annual Application for Handicap Credit Form, at the time of initial application or renewal.

Standard penalties for genoas as set forth in Section 15.12 will be applied.

Upon written request of an owner and certification that the boat meets all of the requirements of this section, the DRYA HRB may assign a handicap credit to a boat. Prior to applying the furling credit, the owner must sign the PHRF Application Form stating that he/she has read, understands and will abide by the restrictions associated with the credit. Please use the DRYA Annual Application for Handicap Credit Form, at the time of initial application.

Should the headsail be destroyed or damaged a replacement sail of the same or smaller size shall be used in its place for the remainder of the season.

**Below Deck Drum Furlers** Credit may be given to boats with below deck furlers, if an appropriately sized pennant is attached and the associated headsail details are commensurate with the above deck furling systems and the jib tack is a minimum of 10 inches above the deck so the sail is not a deck sweeper. HRB approval is required for this credit to be given.

**Credit for Hollow Leech Furling Mainsails (RFM Credit)**

Upon written request of an owner and certification that the boat meets the requirements of this section, the HRB may assign a handicap credit to a boat that uses a working, standard un-modified roller furling mainsail unit. To be eligible to apply for a credit, the owner must annually agree that the boat will only use a mainsail that is capable of being completely rolled up on the unit at any time. Any sail used with the unit may use battens and must be attached to the roller unit so as to be capable furling into the mast at all times. Original

equipment manufacturers (OEM) RFM credit will not be included in the base handicap. The credit shall be determined by the type of battens used.

Hollow Leech and:

- Horizontal battens 6 second credit
- Vertical battens 9 second credit
- No battens 12 second credit

**Water Ballast**

The DRYA HRB will permit water ballast including movable water ballast. The HRB will make adjustments and penalties for water ballast on an individual boat basis.

**Bow Thrusters**

The DRYA HRB may permit a credit for Bow Thrusters. The HRB may apply credits for bow thrusters on an individual boat basis. The owner must submit photos and appropriate dimensions at the hull surface along with any other pertinent, additional data, in order to receive such credit.

The use of tape, doors or covers to cover the openings during racing is strictly prohibited

**Other Considerations**

The DRYA HRB may consider other changes (after manufacture) such as additional weight caused by adding features for cruising amenities for a credit.

**ASYMMETRICAL SPRIT RULE**

The DRYA provides ratings for boats that convert from a symmetrical spinnaker and pole configuration to a centerline tacked asymmetrical spinnaker to the deck or to a non- articulating sprit or prod. Under this configuration the symmetrical spinnakers and poles are eliminated and no asymmetrical spinnaker may be tacked to a pole while racing. No whisker or spinnaker poles may be used to fly the asymmetrical spinnaker.

The asymmetrical spinnaker tack must be attached to a tack point (or attached to a tack line that is led to a tack-point) that is as specified at or forward of the head-stay on, or as near as possible to, the centerline of the hull.

There is no restriction on the length of the tack line, but it is strictly prohibited to divert the tack line by any means such as, but not limited to, through or around an after-guy, pulpit, cleats, Turks head, bow chock or other outrigger before it reaches the spinnaker tack block.

Under this configuration the boat’s design symmetrical spinnaker is treated as a “base” spinnaker with an area calculated from  $SL = 0.95 \times (L^2 + SPLdes^2)^{1/2}$  and a SMW of  $1.8 \times SPLdes$ . This is considered the “Base” boat.

Rating credits for conversion to an asymmetrical-only configuration are as follows:

Case 1. An asymmetrical spinnaker no greater than the “Standard” Spinnaker area and the tack point no greater than 12” from the head-stay will receive a 6 second credit. (This is the same as the Cruising Handicap rule.)

Case 2. An asymmetrical spinnaker no greater than 115% of the “Base” spinnaker area and the tack point no greater than 115% x SPLdes in front of the head-stay will receive a 3 second credit.

Case 3. An asymmetrical spinnaker no greater than 125% of the “Base” spinnaker area and the tack point no greater than 125% x SPLdes in front of the head-stay will receive a 0 second credit.

Boats wishing to re-configure beyond 125% of SPLdes will incur penalties following those defined in 15.12.

*Table 2. Summary of credits for boats converting to Asymmetrical Sprit Rule configuration. Percentage subscripts are in terms of a boat's design SPL and the resulting design Symmetrical Spinnaker area, defined as “base”, above*

	TPS <sub>100%</sub>	TPS <sub>115%</sub>	TPS <sub>125%</sub>
SA <sub>100%</sub>	+6	+3	0
SA <sub>115%</sub>	See 15.12	+3	0

SA <sub>125%</sub>	See 15.12	See 15.12	0
--------------------	-----------	-----------	---

**General Credit guidelines:**

Credits will be reviewed by the Chief Handicapper annually.

The owner must reapply in writing for the credits when changes are made to the yacht affecting the credits granted in the past.

There are no crew limits associated with the asymmetrical sprit rule.

**15.13 HANDICAPPING REVIEWS**

The PHRF is divided into groups by size or handicap ranges but not necessarily by DRYA class. The Handicappers review the individual handicaps for the yachts within their group. A review of the handicaps for the fleet is done through the joint efforts of the handicappers for all groups and the HRB to insure equity across groups. This is intended to provide appropriate handicaps for fleets regardless of class splits. Within each handicapping group, no one may vote on their own handicap. In the review process no one may vote on the handicap of any yacht within their group.

No owner, crew or representative may be present when their yacht is discussed for purposes of deliberation prior to a vote. All voting shall be done by secret ballot and only the result (not the count) shall be announced.

Handicaps will be developed as outlined in Sec 15.10.

Handicaps, which are based upon errors or mistakes in hull, rigging, or sail data or arithmetic recording shall be changed promptly by the Chief Handicapper.

**15.14 ADJUSTMENT OF BASE HANDICAP**

There are three mechanisms for base handicap adjustments. An End of Season Review by the HRB, an Owner / Competitor requested Review and Owner / Competitor Request for Appeal.

Each Review or Appeal shall follow the appropriate steps below.

Handicaps are periodically checked and analyzed by evaluating and comparing the estimated speed potential in second per nautical mile using corrected times of a yacht with its actual fleet performance at its assigned handicap.

**HRB END OF SEASON REVIEW:**

Starting in September, a review of the entire fleet is done by the HRB. Special attention is given to yachts, which have asked for a review, those that have been modified, or that are new to the fleet. Special attention is given to the handicap differential between boats of the entire fleet rather than the "absolute" handicaps of individual yachts. This provides the basic data for the following reviews:

Each handicapping group provides a list to the HRB of all boats within its group that they feel merit change. The reasons for all proposed changes must be thoroughly documented and include a checklist of the critical items to be considered to insure that the process is consistent. This shall be documented on the HRB Handicap Worksheet.

The owners of yachts that merit a change in handicap (as determined by the handicapping group) will be given 2 weeks' notice of the meeting that will consider the change and may participate in the discussions (but not the deliberations) at that meeting

**Documents to be presented;**

- Yacht certificate
- Yacht measurement details
- HRB Handicap Worksheet
- 2 to 5 years of race data
- Other Handicap certificates
- Owner's information

After HRB approval a list of proposed handicaps with the proposed changes noted is posted on the DRYA web site at: [www.DRYA.org](http://www.DRYA.org) by November 10.

Once the list of proposed handicaps is available, boat owners can see how the proposed changes to their yacht or competitors yachts affect them. If any owner / competitor feels unfairly treated or that the proposed changes to their or any other yacht are unjust, any owner who has applied for and paid for a handicap certificate for the year may request a Review per section 15.15. This shall be sent to the Chief Handicapper no later than by December 1. A copy of the HRB Handicap Worksheet justifying any proposed handicap change will be available to the owner or competitor.

**15.15 OWNER OR COMPETITOR REVIEW OF BASE HANDICAP****Owner or Competitor Requests a REVIEW to the HRB.**

A yacht owner who has applied and paid for a handicap certificate for the year may file a Request for Review of the handicap of their yacht, or that of a competing yacht. All such requests shall be written on the DRYA Handicap Review Form and filed electronically to the DRYA Office by DECEMBER 1<sup>st</sup>. The Handicap Review Form is available on the DRYA website at: [www.DRYA.org](http://www.DRYA.org). All supporting detail shall be filed electronically at least a week prior to the hearing so that all parties can review the package prior to the hearing. Material to be presented is listed in Sect 15.14

The Chief Handicapper shall acknowledge receipt of the handicap review and notify the owner/competitor and HRB, of the time, date and place of the hearing. This "notice of information" will also be posted on the DRYA website-Handicap Review as notice to all interested parties of the pending review.

The Chief Handicapper will schedule hearings for all owners/competitors requesting reviews to meet with the HRB and present their case. The Owner or Competitor must have a current handicap certificate and a current membership in DRYA to request a review. The owner must make their own case in the review to the HRB.

December 1<sup>st</sup> is a firm deadline. Any request for a review received or submitted after the December 1<sup>st</sup> deadline will not be acted upon. After owners requesting a review have appeared at a HRB meeting and presented their cases, including any new technical information the HRB will review the material, and convene deliberations. The HRB will make its decision on all of the proposed changes prior to February 8<sup>th</sup>.

Minutes will be kept for all meetings. Records, which include the reasons for decisions, will be kept for all boats reviewed or changed.

**15.16 OWNER OR COMPETITOR APPEAL OF BASE HANDICAP****Owner or Competitor Requests an APPEAL to the HRB.**

A yacht owner who has applied and paid for a handicap certificate for the year may file an Appeal of the handicap of their yacht, or that of a competing yacht only if the yacht's handicap was reviewed in the current year as described in section 15.15. All such appeals shall be written on the DRYA Handicap Appeal Form and delivered to the DRYA Office by February 15<sup>th</sup>. A non-refundable fee of \$35.00 must accompany each appeal. The Handicap Appeal Form is available on the DRYA website at: [www.DRYA.org](http://www.DRYA.org). Form and original Review materials shall be filed electronically at least a week prior to the hearing so that all parties can review it prior to the hearing.

The Chief Handicapper shall acknowledge receipt of the Appeal and notify the appellant, appellee (responder) and HRB Appeal Panel, of the time, date and place of the hearing. This "notice of information" will also be posted on the DRYA website-Handicap Review as notice to all interested parties.

The Chief Handicapper will schedule hearings for all appellant's to meet with the HRB Appeal Panel and present their case. The owner/competitor must make their own case in their Appeal to the HRB Appeal Panel.

The Appeal Panel is selected by the Vice Commodore and shall consist of 3 past handicappers and 2 handicappers from a list of handicappers who have not voted on the prior handicap review being appealed. None shall have participated in the same handicap group in which the member appealing participates in races.

The appellant is to bear the burden to show that the HRB-approved handicap is unfair to the yacht or its competitors. The original boat review form and supporting data as submitted is to be attached to the appeal form. The appellant, appellee (responder), and HRB will be given time to present. The Appeals Panel in private session shall deliberate and vote on whether the handicap is fair or unfair. If deemed fair, the handicap will stand for two years unless it's appealed successfully to US PHRF. If unfair, the handicap will be returned to the HRB for re-review.

Appeals are to be completed by March 1<sup>st</sup>.

### **Appeals beyond DRYA**

The DRYA HRB provides an Appeal process at the local level to not disenfranchise fleet sailors from the benefits of fair competition. There is a next step appeal process described as follows:

If a yacht owner feels that the appeal of a handicap has been wrongly resolved the owner may appeal to U.S. PHRF as specified in the USSAIL handbook

The HRB will make available all data used in the deliberation of said handicap.

### **15.17 HANDICAP REVIEW BOARD TIMELINE (For Reference Only) August**

Chief Handicapper issues invitation to all Sailors to join the HRB as Handicappers

#### **September**

HRB starts End of Season Review for the PHRF Fleet. (See Section 24, Article V sec 5.1)  
Handicapper training starts.

The HRB conducts their End of Season Review of the Fleet generating Packages for Handicap changes and discussions with the owners. (See Section 24, Article V sec 5.1)

#### **October**

HRB recommends and approves Section 15 to take effect after approval at the November DRYA Executive Committee meeting. (See Section 24, Article V sec 5.1)

DRYA Executive Committee elects the Chief Handicapper from nominations of eligible candidates from the HRB submitted by the Vice Commodore. (See Section 24, Article V sec 5.7, a)

Incoming Chief Handicapper nominates Assistant Chief Handicappers Ratings and Administration and the Secretary for approval by the Executive Committee. (See Section 24, Article V sec 5.2, b)

The Chief Handicapper will divide the Fleet into Handicapping Groups. Each Group will appoint a Captain and Alternate. (See Section 24, Article V sec 5.5)

HRB continues End of Season Review and develops a new Valid List of boats including those changed. The Chief Handicapper with the agreement of the HRB will set Preliminary Class Splits for next season and send to the DRYA Executive Committee. (See Section 15.5)

The Chief Handicapper shall submit a budget to the DRYA Executive Committee. (See Section 24, Article V sec 5.2, h)

### **November**

Chief Handicapper recommends HRB appointees to the Executive Committee for approval. (See Section 24, Article V sec 5.2b)

Chief Handicapper to publish a schedule of Handicapping and HRB Meetings for the upcoming season. (See Section 24, Article V sec 5.2, c)

Section 15 approved by the Executive Committee at their November meeting.

The current fleet valid list and any proposed changes in boats ratings will be published and an email sent to the boat owners by approximately November 10<sup>th</sup>. They will be posted on the DRYA website and available from the DRYA Office. (See section 15.14)

Boat owners or Competitors submit DRYA Handicap Review Forms by December 1<sup>st</sup> to appear before Handicap Review Board for review of proposed handicap changes, review of an existing rating or recommend other yachts for change. (See section 15.15)

### **December**

December 1<sup>st</sup> is a firm deadline for filing for a Handicap Review. (See Section 15.15)

The Chief Handicapper will acknowledge all requests for review and schedule meetings where and when the Reviews will be heard. Electronic copies will be sent to all parties involved (See Section 24 Article V sec 5.2, c, g)

### **January**

HRB Review Process - Conduct Reviews. All Reviews to be complete by February 8<sup>th</sup>. (See Section 15.15)

### **February**

Publish and post Preliminary Fleet Handicaps (Valid List) on the DRYA website

Boat owners or Competitors submit DRYA Handicap Appeal Forms by February 15<sup>th</sup> including payment of fees to appear before HRB Appeal Panel for appeal of proposed handicap changes. Handicap Appeals are to be completed by March 1<sup>st</sup>. (See Section 15.16)

### **March**

Complete Appeals and post results on DRYA website.

Recommend Class Splits for concurrence at the March DRYA Executive Board Meeting (See Section 15.5) and the approval of the Class and Course Committee and the Club Race Committee Chairs. (See Section 24 Article VIII)

### **April**

Final Valid List for the racing season is published on the DRYA website by May 1<sup>st</sup>. (See Section 15.6)

### **May**

The Chief Handicapper shall confirm the Class Splits based on all registered boats. Revised Valid Lists posted (See Section 15.6) (See Section 24, Article V sec 5.1)

### **June-August**

Review T handicaps after third scheduled DRYA regatta to the extent necessary and publish revised Valid Lists. New or late filing boats to the area may be added to the Valid List at any time.



Non-Spinnaker Handicaps  
(Jib and Main)  
Table 1

Non-spinnaker handicaps – otherwise known as Jib and Main (JAM) handicaps- are developed from a boat’s racing handicap and the ratio of spinnaker sail area to non-spinnaker sail area.

The formula for the sail area ratio (SAR) is as follows:

$$SAR = \frac{Area\ spin + Area\ main}{Area\ headsail + Area\ main}$$

Sail area ratio (SAR)	JAM Credit
1.01 to 1.50	+12
1.51 to 1.75	+12
1.76 to 2.00	+15
2.01 to 2.25	+18
2.26 to 2.50	+21
2.51 to 2.75	+24
2.76 to 3.00	+27
3.00 to 3.26	+30

The non-spinnaker handicaps are intended to provide equitable handicapping and racing in non-spinnaker classes and or fleets.

Non-Spinnaker Handicaps are not intended to provide equitable handicapping for spinnaker and non-spinnaker boats racing in the same class or fleet.

Table 1 will be used to determine non-spinnaker (JAM) handicaps for all boats.

## **SECTION 17. OFFSHORE ONE-DESIGN RULES AND REGULATIONS**

Yachts racing in the Offshore One-design Classes must conform to the one design classes rules for their respective classes.

### **17.1. PHRF HANDICAPS**

Offshore One-design Yachts also have PHRF handicaps assigned for non one-design racing. These are based on their one-design configurations. If they use larger sails for non one-design events the Chief Handicapper must be notified and their handicaps adjusted accordingly.

### **17.2. ENFORCEMENT**

Failure to adhere to class rules is protestable if the Class Rules are available to all contestants and on file with the DRYA prior to the regatta.

## **SECTION 18. ONE-DESIGN RULES AND REGULATIONS**

### **18.1. MEASUREMENTS**

Yachts racing in the One-design Classes must conform to the one design classes rules for their respective classes.

### **18.2. PHRF HANDICAPS AND PORTSMOUTH NUMBERS**

One-design Yachts may also have PHRF handicaps or Portsmouth Numbers assigned for non one-design racing. These are based on their one-design configurations. If they use larger sails for non one-design events the Chief Handicapper must be notified and their handicaps adjusted accordingly.

### **18.3. ENFORCEMENT**

Failure to adhere to class rules is protestable if the Class Rules are available to all contestants and on file with the DRYA prior to the regatta.

## SECTION 20. JUNIOR ACTIVITIES

### 20.1. JUNIOR TROPHIES

<u>Class</u>	<u>Trophy</u>	<u>Condition</u>
<b>Down River Trophies</b>		
Optimist-Boys	Com. Sloan Barbour Trophy	Standard Deed of Gift
Optimist-Girls	Scheibner Trophy	Standard Deed of Gift
Laser-Boys	Charles F. Wellar Trophy	Standard Deed of Gift
Flying Junior-Boys	Bruce Tappan Trophy	Standard Deed of Gift
Flying Junior-Girls	Lynn Stedman Trophy	Standard Deed of Gift
<b>US SAILING Junior Championships</b>		
DRYA Sears	Com. Paul Adams Trophy	Standard Deed of Gift
DRYA Bemis	Com. Herb Mainwaring Trophy	Standard Deed of Gift
DRYA Smythe	Feldman Trophy	Standard Deed of Gift
DRYA Leiter	Junior Women's Championship Trophy	Standard Deed of Gift
Area E Sears	Com. Edwin C. Theisen Jr. Trophy	Standard Deed of Gift
Area E Bemis	Skip Grow Trophy	Standard Deed of Gift
Area E Smythe	Smythe Trophy	Standard Deed of Gift
Area E SBS	Judges Trophy	Standard Deed of Gift
<b>DRYA Seasonal Championship Trophies</b>		
Optimist Green	Com. J. James Morrow Trophy	Standard Deed of Gift
Optimist Blue	Fred Detweiler Trophy	Standard Deed of Gift
Optimist Red	Brian Geraghty Trophy	Standard Deed of Gift
Optimist White	John Barbour Trophy	Standard Deed of Gift
Laser Full Rig	Com. C. Ronald Johnston Trophy	Standard Deed of Gift
Laser Radial Rig	Com. Edwin C. Theisen, Jr. Trophy	Standard Deed of Gift
Flying Junior	Ertman Trophy	Standard Deed of Gift
Flying Junior Crew	Dean Balcirak II Trophy	Standard Deed of Gift
Flying Junior Collog.	John Garr Trophy	Standard Deed of Gift
420	Com. Bowland Trophy	Standard Deed of Gift
420 Crew	Van Tol Family Trophy	Standard Deed of Gift
DRYA Crew of the Year	Com. Edward George Trophy	Standard Deed of Gift
	Junior Boy Skipper	
Of the Year	Marine Recreation News Trophy	Standard Deed of Gift
	Junior Girl Skipper	
Of the Year	Maggie Wake Trophy	Standard Deed of Gift
	DRYA Junior Sportsmanship	
Award	Corinthian Yacht Club Trophy	Standard Deed of Gift
	DRYA Junior Program	
Of the Year	Com. Jack Sutton Trophy	Standard Deed of Gift
Unassigned	DRYA Junior Club of the Year	Standard Deed of Gift

## SECTION 21. DRYA HISTORY

The arrival of the 20th century saw a yachting hotbed on the Detroit River. Two popular type craft, the twenty-one foot sloop and the catboat, dominated the scene, outnumbering all other classes combined. Yacht designers, builders, and sail makers worked with yacht owners for the fastest yacht on the course. This made for keen competition as well as highly skilled skippering and boat handling.

The competition spread to the clubs, who wrote their own racing rules and regulations for class designations. The three main clubs at that time were the Detroit Boat Club, the Detroit Yacht Club, and the Country Club of Detroit (later the Grosse Pointe Club also known as the "Little Club"). Many conflicts developed between the clubs as they fought for the most favorable race dates and wrote rules and regulations that had some favorability for their club members.

Leading yachtsmen of the period began discussions about an organization of the clubs that would standardize the rules and regulations for all yacht racing in this area as well as establishing a racing calendar without conflicting dates for races. Commodore Harry Austin of the Detroit Boat Club and Commodore Harry Kendall of the Detroit Yacht Club were determined to make such an organization a reality. Their efforts led to the birth of the Detroit River Yachting Association in 1912. Membership was to be composed of "active and recognized Corinthian American and Canadian Boating and Yachting Organizations which are located and maintain suitable premises on the water that connect Lake Huron and Lake Erie.

Under the leadership of Com. Harry Austin in 1912 and Com. Harry Kendall in 1913, DRYA immediately exceeded the expectations of the organizing clubs: Detroit Boat Club, Detroit Yacht Club, and the Country Club of Detroit. A regatta schedule was accepted eliminating all conflicts, and the member clubs adopted a uniform set of racing rules as well as class determinations. The DRYA was such a success that new clubs applied for membership as soon as they were organized. Some of our early additions were: Grosse Pointe Yacht Club - 1912, Edison Boat Club - 1914, and Bayview Yacht Club - 1915. Wyandotte-Delray Yacht Club, Lake Shore Yacht Club, Corinthian Yacht Club, and The Old Club (Harsen's Island).

For its first 27 years, DRYA was just an organization of member clubs that functioned to eliminate conflict in sailing dates and to formulate uniform policies and practices in the conduct of sailing races and their supervision. However, with the increase in the number of member clubs as well as regatta entrants, the job of record keeping became too cumbersome for most clubs. In 1939, the member clubs charged DRYA with responsibility for record keeping at each member Club's regatta. This responsibility was quickly expanded to include yacht registration with standardized forms for each regatta listing the yacht, owner, class, rating, sail number, club affiliation, etc.

Consistent with its commitment to speak for the member clubs, DRYA was instrumental in the 1939 establishment of a Coast Guard Divisional Station in Detroit. It also successfully opposed an attempt on the part of promoters to make a landfill along the shipping channel adjacent to Peche Island.

The Second World War brought few changes. However, in 1945, DRYA severed its relationship with Inter-Lake Yachting Association and became an independent member of the North American Yacht Racing Union (now the United States Sailing Association). With this independent status, DRYA forms its own Appeals Committee, has a Delegate on the Yacht Racing Association Council, and assigns offshore yacht sail numbers. In 1947, Past Com. T. B. Farnsworth recommended to Com. Joseph A. Summorlœ that DRYA establish a Race Week to be held during the week of July 4th. This event was held annually from 1947 through 1950 with 16 to 22 starts daily on two courses with distances from 3 to 15 nautical miles. The event was very popular but a crowded regatta schedule forced its cancellation after the 1950 season.

The DRYA Constitution was rewritten in 1956 imposing some minimal requirements for new member clubs. (DRYA is strongly oriented towards sail yacht race activity as an important criteria in evaluating clubs for membership.)

Additionally, the 1950s saw an ever increasing presence in providing race committee staffing for the member clubs. In 1960, the DRYA established an invitational regatta for small-yacht, one design racing held in mid-May. The strong participation in the invitational regatta showed increased interest in small boat sailing which helped lead to the establishment of the small boat DRYA Standard C Course in 1965. The following year the A-B Course was modified from a fixed triangular course to six fixed marks in an attempt to provide weather starts for the handicapped yachts. The A-B Course was further modified in 1983 with eight fixed marks to provide a trapezoidal course for the A Course and a triangular course for the B Course. In 1987, the B Course was separated from the A Course and moved off Gauckler Pointe to provide an Olympic course configuration for the smaller handicapped yachts. In 1992, the A Course was moved to the B Course location off Gauckler Pointe for handicapped rated yachts with an Olympic Course, and the B Course was relocated below the Grosse Pointe Yacht Club to provide windward/leeward starts for One Design Cruising Boats.

While all this moving around was going on, in 1984 to be more precise, the DRYA purchased its first computer to more quickly and accurately process race results, coordinate mailings and store the myriad pieces of information used for handicapping and classifying yachts. The office, on Marter Road in St. Clair Shores is now fully computerized.

A merger between the Offshore Racing Club of Detroit and DRYA was approved in 1991 bringing the handicapping function and racing functions into one organization; and (re)named the Detroit Regional Yacht-racing Association. More importantly, this merger brought the voice of the sailors (Offshore) together with the voice of the Clubs (DRYA) in one unified organization so that all interested parties are communicating and working together for the best sailing and racing anywhere in the country. This streamlining appears to be popular with both the clubs and the sailors. As a result of this merger, DRYA was Incorporated as a Non Profit Corporation under the laws of the State of Michigan on January 30, 1992 and we received tax exempt 501 (c) (3) status from the Internal Revenue Service on November 16, 1992.

In January, 1958, the Executive Committee established the "DRYA Hall of Fame. This award is given to a member in recognition of his/her participation and cooperation in the growth and well being of the Detroit Regional Yacht-racing Association and by his display of Corinthianism, honest rivalry, courteous relations and graceful acceptance of results. Through the 2008 season, a total of 672 individuals have been inducted to the DRYA Hall of Fame.

In the 97 year history of the DRYA, it has conducted over 30,000 separate starts and finishes for its member clubs. In addition it has a most enviable reputation for expertly conducting area, national, and international championships. With its 28 member clubs, the DRYA is a respected voice in sailing affairs on a local and national level.

During its existence, DRYA has been served by 97 different Commodores who were members of 21 different clubs. That broad base of club and sailor representation in the management of DRYA has provided the stability and communication needed to continue to meet the needs of both our member clubs and sailors, now and in the future.

**Note:** The preceding "History of the DRYA" was constructed from notes given to the late Commodore Herb Mainwaring by Com. Edwin Theisen and has been reprinted with minor freshening for obvious changes in dates, etc. Known simply as "Herb" to the least and greatest of his friends, Commodore Mainwaring devoted thousands of hours to the betterment of the sport of competitive sail racing. He was Commodore of Crescent Sail Yacht Club in 1962 and the DRYA in 1984, and was elected to the DRYA Hall of Fame in 1994

## SECTION 22. DRYA HALL OF FAME

### 22.1 HISTORY AND PURPOSE

On January 18, 1958, the Executive Committee created the D.R.Y.A. "Hall of Fame" award. This award is given to a member in recognition of participation and cooperation in the growth and well being of the Detroit Regional Yacht-Racing Association and by display of Corinthianism, honest rivalry, courteous relations and graceful acceptance of results.

At the February 1958 meeting the Executive Committee selected the first ten members. It was agreed by the executive committee that future members would be selected by a committee appointed by the commodore of that year and that no more than five members would be selected in any year.

In following years committees selected by the Commodores have selected the following members to the D.R.Y.A. Hall of Fame

### 22.2 HALL OF FAME MEMBERS

	<b>1958</b>	
Milton C. Cross Sr. (DYC)		Joe Krolick (DBC)
Morrill Dun (GPC)		Russ Pulliot (BYC)
Ted Farnsworth (DYC/BYC)		Frankie Scenter (BYC)
William P. Fisher (DYC)		Joe Snay (BYC)
Harry Kendall (DYC)		Perc Williamson (BYC)
	<b>1959</b>	
Harry Austin (DBC)		Per. Valboe (DYC)
Chalmers Burns (CSYC)		W. A. Wilson (BYC)
Mason Rumny (GPC)		
	<b>1960</b>	
Alphius Jennings (GPC)		R. H. Capt. Ross (EBC)
	<b>1963</b>	
Ray Daley (DYC)		Otto Scherer (CSYC)
Ed Kiefer (PHYC)		Art Summerlee (DYC)
Clare Jacobs (GPYC)		
	<b>1964</b>	
E. D. Campbell (GIYC)		Stan Puddiford (CSYC/BYC)
Rudolph Luedke (TYC)		Henry S. Walker (EBC)
Lloyd Miller (WYC)		

Dave Davenport (CSYC/BYC) Ken Leippardt (EBC) Alger Sheldon (BYC)	<b>1968</b>	Wilbur Smale (CSYC) Hal Smith (SCYC)
William Connolly (GPSC/BYC) Francis L. Martin (EBC)	<b>1974</b>	Art Rautenberg (CSYC) Ed Zerbe (DYC)
E. P. Robertson (EBC) Richard Brand (SCYC/BYC)	<b>1976</b>	Kurt Keydel (DBC) Brad Pyle (SCYC/BYC)
R. Clark Barton (EBC) John Carter (DYC) Stanley G. Janson (DYC/WPYC)	<b>1978</b>	Lynn G. Stedman Jr (BYC/DYC) George E. Van (DYC)
Harry Booker (CSYC) C. Jay Deeds (GPSC) Donald Fairchild (CSYC)	<b>1979</b>	John C. Purcell (CSYC) William G. Woodruff (EBC)
Gabriel N. Alexander (GLYC) C. Ronald Johnston (GPSC)	<b>1980</b>	Eugene Mathivet (DBC) Paul G. Moreland (GPYC)
Howard Boston (NSSC)	<b>1991</b>	
Joseph Dallaire (FYC) Robert H. Drean (SCYC/BYC)	<b>1994</b>	Herb Mainwaring (CSYC) Joseph E. Tapert (BYC)
Richard Clogg (BYC)	<b>1995</b>	
Thomas P. Schreiber (ABYRA/BYC)	<b>1996</b>	
Jay W. (Robbie) Robinson, Jr. (BYC)	<b>1998</b>	
Carl Bihlmeyer (BYC) Thomas Burlison (BYC) Arthur LeVasseur (BYC) Wayne Hastings (EBC/PHYC) Edwin C. Theisen (DYC)	<b>2008</b>	

**SECTION 23    ARTICLES OF INCORPORATION**  
of the  
**DETROIT REGIONAL YACHT-RACING ASSOCIATION**

Pursuant to the provisions of Act 162, Public Acts of 1982, as amended, the undersigned corporation executes the following Articles:

**ARTICLE I**

The name of the corporation is the DETROIT REGIONAL YACHT-RACING ASSOCIATION ("Association").

**ARTICLE II**

The purpose of the Association is to encourage and promote, in the United States and Canada, the general interest in boating, yachting and sail racing by amateur sailors (including junior and collegiate sailors) by all appropriate means, including (among others) the following:

- (a) Establishing a high standard of skill for seamanship, boathandling and navigation of yachts;
- (b) Encouraging the ownership of boats and yachts by individuals and member clubs and the development of suitable seaworthy yachts for racing and cruising;
- (c) Encouraging and improving the quality of racing by developing and publishing standard sailing instructions, by assisting and supporting member clubs in coordinating the scheduling of races, regattas and related events, by serving in an advisory capacity to member clubs in the organization, conduct and scoring of races and regattas, by providing equipment for conducting races and qualified judges to hear and decide protests and appeals and by any and all other appropriate means;
- (d) Improving communications among member clubs and individuals interested in racing and in general, to make known to the member clubs the desires of sailors eligible to race in their regattas;
- (e) Promoting, developing, adopting and equitably administering rating and handicapping rules for racing and providing handicaps to members and others;
- (f) Maintaining membership in the United States Sailing Association as a "yacht racing association" and, from time to time, membership in other organizations with similar or related purposes;
- (g) Acting as an intermediary between member clubs and individuals in their relations with civic and governmental bodies when the general interests and welfare of boating, yachting and sail racing are involved;
- (h) Maintaining harmonious relations among its member clubs and individuals.

**ARTICLE III**

The Association is organized upon a nonstock basis. The description and value of its real property assets are none and the description and value of its personal property assets are \$54,438. The Association is to be financed under a general plan of dues from members and fees from events.

The Association is organized on a membership basis. Membership in the Association shall be limited to such clubs, other organizations and individuals as shall be prescribed from time to time by the bylaws of the Association. The

bylaws of the Association may provide for more than one category of membership and prescribe the requirements for eligibility and the rights, privileges and responsibilities of the members of each such category.

**ARTICLE IV**

The Association and its affairs, activities and properties shall be managed



by its Executive Committee, which shall be the governing body of the Association with such duties, responsibilities and powers as may be necessary for such purposes.  
The members of the Executive Committee shall be chosen as provided in the bylaws of the Association.

#### **ARTICLE V**

1. The address of the registered office is:  
23915 Jefferson, Suite 1, St. Clair Shores, Michigan 48080
2. The mailing address of the registered office if different than above:  
Same as above
3. The name of the resident agent at the registered office is:  
Jane Rupp

#### **ARTICLE VI**

The name and addresses of all the incorporators are as follows:

Name	Residence of Business Address
Edwin C. Theisen, Jr	4141 Ramblewood Dr., Troy, Michigan 48085

#### **ARTICLE VII**

These articles of incorporation may be amended or replaced by new articles of incorporation by the affirmative votes of:

- (a) Not less than 75% of the member clubs present at a meeting at which at least a majority of all member clubs are present, and
- (b) Not less than 75% of the individual members entitled to vote and present at a meeting at which at least 10% of all such individual members are present.

At the discretion of the Executive Committee, such meetings may be combined, but in that case, member clubs and individual members shall vote separately. Notice of each such meeting shall be mailed by first-class United States mail to the commodore and the delegates of each such club and to all individual members entitled to vote not less than 30 days before the date of the meeting. Such notice shall be accompanied by a copy of the proposed amendment or new articles of incorporation.

#### **ARTICLE VIII**

No part of the net earnings of the Association shall inure to the benefit of, or be distributable to, its members, directors, officers, or other private persons. However, the Association shall be authorized to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in Article II. Notwithstanding any other provision of these articles, the Association shall not carry on any other activities not permitted to be carried on by a corporation exempt from federal income tax under IRC 501(c)(3) or the corresponding section of any future federal tax code.

#### **ARTICLE IX**

On dissolution of the Association, after paying or providing for the payment of all of the liabilities of the Association, the Association's assets shall be distributed (1) to the United States Sailing Association, (2) for one or more exempt purposes within the meaning of IRC 501(c)(3), or the corresponding section of any future federal tax code or (3) to the federal government, or to a state or local government, for a public purpose. Any assets not disposed of shall be disposed of by the circuit court of the county in which the principal office of the Association is then located, exclusively for such purposes or to such organization or organizations that the court shall determine and that are organized and operated exclusively for such purposes.

## **ARTICLE X**

No member of the Executive Committee of the Association who is a volunteer director, as that term is defined in the Act, shall be personally liable to this Association or its members for monetary damages for a breach of the director's fiduciary duty; provided, however, that this provision shall not eliminate or limit the liability of a director for any of the following:

1. a breach of the director's duty of loyalty to the Association or its members;
2. acts or omissions not in good faith or that involve intentional misconduct or a knowing violation of law;
3. a violation of section 551(1) of the Act;
4. a transaction from which the director derived an improper personal benefit;
5. an act or omission that is grossly negligent.

If the Act is amended after the filing of these articles of incorporation to authorize the further elimination or limitation of the liability of directors of nonprofit corporations, then the liability of directors shall be eliminated or limited to the fullest extent permitted by the Act as so amended. No amendment or repeal of Article X shall apply to or have any effect on the liability or alleged liability of any director of this Association for or with respect to any acts or omissions occurring before the effective date of any such amendment or repeal.

I, the incorporator sign my name this \_\_\_\_\_ day of January, 1992.

\_\_\_\_\_  
Edwin C. Theisen, Jr.

Note: Change in tax status:

## **DETROIT REGIONAL YACHT-RACING ASSOCIATION**

### **Policies Regarding Member Use of DRYA's 501(c)(3) Status**

#### **Background**

The Detroit Regional Yacht-racing Association (DRYA) has qualified as a charitable organization under Section 501(c)(3) of the Internal Revenue Code. As such Section 170 of the Internal Revenue Code permits a deduction for contributions to DRYA, within established limits, for use in our exempt purposes. Among the purposes for which DRYA was granted exemption under Section 501(c)(3) is fostering national or international amateur sports competition and/or support and development of amateur athletes for national and international competition in sports. The support of Junior Sailing is also within our stated purposes.

### **Olympic, National and International Competition**

From time to time members of our association by virtue of their abilities, skill and interest have an opportunity to compete for positions on U.S. Olympic teams and in other national and international sailing events. With certain limited exceptions (i.e., travel funds from the Gravel Fund) DRYA is not in a financial position to support their efforts out of its normal sources of revenue.

Under appropriate circumstances however, we are in a position to permit the establishment of a designated fund within DRYA to financially support their efforts. The advantage of this approach is that the fund can be established on a tax deductible basis. Under appropriate circumstances similar funds can also be established under the auspices of U.S. Sailing. Their procedures impose a fee of 5% of the first \$100,000 with reductions thereafter. A fund established under DRYA should have the advantage of operating at a lower expense as well as keeping the fund in the community and under local control.

### **Junior Sail Training and Safety Program**

Under our stated purposes we also have the ability to accept gifts that are to be used in fostering our Junior sail training and safety programs. Such gifts are made to DRYA and in turn the gifted assets (Junior sailboats, workboats, etc.) are leased to our member Clubs at nominal charge (generally \$1 per year).

### **Implications to DRYA**

As an organization we have an ethical as well as legal responsibility to see that our tax exempt status is appropriately used and not abused. We have an obligation to assure ourselves that the objectives of the fund or utilization of donated assets meet our "Charitable" purposes and not just the deductibility motives of the donor. Under both situations described above DRYA has a responsibility to assure ourselves and if necessary the Internal Revenue Service that the donated assets (cash or boats, etc.) are used for one of the exempt purposes. In addition the establishment of Funds or acceptance of gifts, if significant in amount can result in imposing on DRYA addition costs and efforts for financial and tax reporting purposes.

### **General Requirements of DRYA Policy**

DRYA will permit the establishment of separate Funds or receipt of gifts for junior sailing in an annual aggregate amount not to exceed \$35,000. No one Fund beneficiary or proposed member club recipient of Junior Sailing gifts will be permitted to exceed 50% of that amount. All such programs must be approved by the DRYA Executive Committee. To the extent that a Fund beneficiary or member club recipient of Junior Sailing gifts would propose a program that would cause the aggregate or

individual limit to be exceeded, they would be required to reimburse, in advance, the additional costs to be incurred by DRYA. An unusually meritorious reason or event would be required to exceed the normal limit. Fund beneficiaries must be members of DRYA. These limits are subject to annual review and revision.

DRYA should annually remind its member Clubs of the availability of this tool.

### **Policy Applicable to the Establishment of Funds**

A member may make application to the Executive Committee for permission to establish a Fund within DRYA, to support the expenses of Olympic, International or National Competition. The proposed Fund must exceed \$2,500. The member's capability and eligibility as a bona fide competitor shall be verified by a third party, whose authority to issue such statement is acceptable to DRYA. As a guideline it should be noted that the United States Sailing Foundation requires an Olympic candidate to be certified as an Olympic contender by the Chairman of USYRU Olympic Yachting Committee. A non Olympic competitor must be certified by an appropriate divisional committee or class association. As an additional consideration, the individual(s) must be capable of competing at a high level that will reflect favorably upon

DRYA. This will tend to prefer Fund beneficiaries who have been members of DRYA and not just joined to take advantage of our tax status.

Once established, contributions to this account should be made payable to DRYA-XYZ Fund (suffix acceptable to the beneficiary and DRYA). DRYA will furnish appropriate receipts to the contributor to the extent required by the Internal Revenue Service. The Fund beneficiary must arrange to acknowledge the receipt of other contributions.

To the extent that individual contributions are solicited to this account, they cannot be made directly or indirectly by the intended competitors. This would also apply to corporate contributions to the extent that the corporation is owned or controlled by a competitor.

Expenses in preparing for and engaging in this competition will be reimbursed from this account to the extent that sufficient funds are available. Expenses to be reimbursed (or for advances) must be accounted for and documented in a manner acceptable to DRYA. To the extent that assets are purchased (sails, boats, etc.) they become the property of DRYA and must be sold at the conclusion of the competition and the proceeds remitted to DRYA. The purchase of assets costing more than a de minimus

amount must have the additional separate approval of the DRYA Executive Committee. At the request of the beneficiary we will periodically provide the balance in the account.

Normally the only charge that will be assessed for the maintenance of this account will be for our incremental costs such as postage, copying costs and other office expenses, as well as any direct out-of-pocket expenses. This presupposes that the effort of maintaining the fund will not impose a significant additional effort on our office staff. To the extent that significant time may be required it must be separately negotiated with us and an appropriate charge devised.

**Policy Applicable to Gifts for Use in Junior Sail Training and Safety Program**

With the prior approval of the DRYA Executive Committee gifts can be made to DRYA for use in a member Club's Junior Sail Training and Safety Program. Such gifts will normally be of sail boats used in those programs or workboats critical to the safe operation of the programs. The Commodore of the member club will be required to represent the suitability of the gifted asset for use in the Junior Sailing program. The additional representation of the Junior Sailing Program head would also be helpful when available. This representation is to be focused on use of the donated asset in the exempt purpose and not the deductibility motives of the donor.

To the extent that the fair market value of the gift is \$5,000 or more the donor will be responsible for furnishing (at his or her cost) a fair market value appraisal of the asset by an appraiser suitable to us. If the value is less than \$5,000, the donor or recipient member club will be required to furnish us with a bona fide estimate of the fair market value. If the asset is new, fair market value will be presumed to be cost.

Once the asset has been gifted to the DRYA, DRYA will arrange to lease the asset to the member Club at a cost of normally \$1.00 each year. The user member club will be required to pay state registration fees, demonstrate evidence of suitable insurance coverage and to generally maintain and preserve the asset. To the extent that the asset is sold any proceeds are the property of DRYA. Under normal circumstances they would be held for future use in that Club's Junior sailing program, but to the extent unused will be contributed to the Gravel Fund.

# SECTION 24 BYLAWS

## DETROIT REGIONAL YACHT-RACING ASSOCIATION

A nonprofit corporation  
Incorporated in Michigan on January 23, 1992  
=====

**BYLAWS Article 4, 5 Amended, 11 added 11/97**  
**Article 5 Amended 11/98, 11/99, 11/00, 11/01**  
**Article 3 Amended 11/02**  
**Articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12 Amended 11/16**  
=====

### TABLE OF CONTENTS

ARTICLE I - MEMBERSHIP.....	24.3
1.1. Categories and Eligibility.....	24.3
1.2. Admission to Membership.....	24.4
1.3. Voting and Other Rights.....	24.4
ARTICLE II - MEETINGS OF THE ASSOCIATION.....	24.5
2.1. Regular and Special Meetings.....	24.5
2.2. Notice of Meetings.....	24.6
2.3. Delegates, Quorum and Voting.....	24.6
ARTICLE III - OFFICERS.....	24.6
3.1. Eligibility and Selection.....	24.7
3.2. Duties.....	24.7
3.3. Vacancies.....	24.8
ARTICLE IV - EXECUTIVE COMMITTEE.....	24.8
4.1. Authority and Responsibilities.....	24.8
4.2. Membership of Executive Committee.....	24.9
4.3. Fleet Representatives.....	24.9
4.4. Meetings.....	24.10
ARTICLE V - RATINGS, HANDICAPPING & HANDICAP REVIEW BOARDS .....	24.11
5.1. PHRF Handicap Review Board.....	24.11
5.2. Duties of Chief Handicapper.....	24.11
5.3. Duties of Assistant Chief Handicapper-Administration.....	24.12
5.4. Duties of Assistant Chief Handicapper-Ratings .....	24.12
5.5. Duties of Handicappers.....	24.13
5.6. Qualifications of Handicappers.....	24.13
5.7. Selection of Handicappers.....	24.13
5.8. Other Handicapping and Rating Systems.....	24.13
ARTICLE VI - NOMINATING COMMITTEE.....	24.13
6.1. Members of Committee and Meetings.....	24.13
6.2. Voting.....	24.14
6.3. Notice of Selection of Committee.....	24.14

6.4.	Nominations.....	24.14
ARTICLE VII - FINANCE COMMITTEE.....		24.15
7.1.	Committee Members.....	24.15
7.2.	Committee Duties.....	24.15
ARTICLE VIII - CLASS EVALUATION COMMITTEE.....		24.15
8.1.	Committee Members.....	24.15
8.2.	Committee Duties.....	24.15
ARTICLE IX - OTHER COMMITTEES.....		24.15
9.1.	Other Standing Committees.....	24.15
9.2.	Other Committees.....	24.16
ARTICLE X - DUES, REGISTRATION FEES & OTHER CHARGES.....		24.16
10.1.	Purpose.....	24.16
10.2.	Establishment and Limitations.....	24.16
ARTICLE XI – INDEMNIFICATION .....		24.17
11.1	Definitions of Certain Terms Used in Article XI .....	24.17
11.2	Non-Derivative Actions.....	24.17
11.3	Derivative Actions .....	24.17
11.4	Indemnification Standard for Executive Committee Members.....	24.18
11.5	Expenses of Successful Defense.....	24.18
11.6	Definition .....	24.18
11.7	Contract Right; Limitation on Indemnity .....	24.19
11.8	Determination that Indemnification is proper.....	24.19
11.9	Authorization to make Payment of indemnification.....	24.19
11.10	Proportionate Indemnity.....	24.20
11.11	Expense Advance .....	24.20
11.12	Non-Exclusivity of Rights.....	24.21
11.13	Indemnification of Employees and Agents of the Association.....	24.21
11.14	Former Directors and Officers .....	24.21
11.15	Insurance .....	24.21
11.16	Changes in Michigan Law .....	24.21
11.17	Amendment or Repeal of Article XI.....	24.21
ARTICLE XII - MISCELLANEOUS PROVISIONS.....		24.22
12.1.	Fiscal Year.....	24.22
12.2.	Handbook.....	24.22
12.3.	Non-Member Services.....	24.22
12.4.	Amendments.....	24.22

# DETROIT REGIONAL YACHT-RACING ASSOCIATION

## BYLAWS

### ARTICLE I - MEMBERSHIP

#### **Section 1.1. Categories and Eligibility**

Membership in the Association shall be limited to clubs, other organizations and individuals that are eligible to become members of the Association in one of the membership categories defined in this Section.

**(a) Member Clubs.** A yacht or boat club shall be eligible to become a Member Club if it is organized as a nonprofit organization under the laws of a state of the United States of America or a Canadian province, the purpose of which includes the furtherance of sail racing, seamanship, navigation and the proper handling of yachts and the members of which are, may, or will be entered in racing competition in the waters of the Great Lakes connecting lower Lake Huron and western Lake Erie.

**(b) Affiliated Sailing Organizations.** An organization that does not meet the requirements of Section 1.1(a) shall be eligible to become an Affiliated Sailing Organization if it is (i) a collegiate sailing club that is a member of the Midwest Collegiate Sailing Association, (ii) a junior sailing organization representing Member Club(s) (iii) a club or sailing organization within the area designated as US Sailing Area E that is not located on the waters of the Great Lakes connecting Lower Lake Huron and western Lake Erie, (iv) a nonprofit sail training organization or (v) a local one-design fleet.

**(c) Individual Members.** The following individuals shall be eligible for membership in the Association:

**(i) Sustaining Members.** A person who is a member in good standing of a Member Club or an Affiliated Sailing Organization shall be eligible to become a Sustaining Member of the Association.

**(ii) Provisional Members.** A person who is not a member of a Member Club or an Affiliated Sailing Organization, who has never been a member of the Association but who owns and wishes to race a yacht in regattas sponsored by Member Clubs, shall be eligible to become a Provisional Member of the Association, provided that no person may be a Provisional Member more than 12 consecutive months.

**(iii) Family Members.** A person who is the child under the age of 21 or the spouse of a Sustaining Member shall be eligible to become a Family Member of the Association.

**(iv) Junior Members.** A person who is under the age of 21 and who is a junior member in good standing of a Member Club, a member in good standing of the Association's junior sailing organization or the child of a member in good standing of a Member Club shall be eligible to become a Junior Member of the Association.



**(v) Collegiate Members.** A person who is an undergraduate member in good standing of a collegiate sailing club that is a member of the Midwest Collegiate Sailing Association shall be eligible to become a Collegiate Member of the Association.

**(vi) Associate Members.** A person who is not otherwise eligible to become a member of the Association but has an interest in sail racing and the activities of the Association and its Member Clubs shall be eligible to become an Associate Member of the Association.

**(vii) Contributing Members.** A person who is eligible to become a member of the Association and who pays specified dues in an amount greater than those established by the Executive Committee for any other category of individual membership shall be eligible to become a Contributing Member of the Association.

### **Section 1.2. Admission to Membership**

**(a)** A club or other organization shall be admitted to the Association as a Member Club or an Affiliated Sailing Organization only upon the affirmative vote of 2/3 of the Member Clubs, after the Executive Committee has (i) determined that the club or organization meets the eligibility requirements for membership and its membership in the Association is desirable and (ii) recommended that its membership be approved by the Member Clubs. A club or other organization shall be admitted as a probationary member of the Association for two years after such vote is taken and shall become a full member at the end of the two-year period unless the other Member Clubs shall determine during such period, by a 2/3 vote of all Member Clubs, that its membership shall be terminated.

**(b)** An eligible individual shall become a member of the Association upon making application for such membership and paying the applicable membership dues, registration fees or other charges.

**(c)** An individual member of the Association whose eligibility for membership is dependent on his or another person's membership in a Member Club or an Affiliated Sailing Organization shall cease to be eligible for membership if that club or organization ceases to be a member for any reason.

**(d)** A Member Club, an Affiliated Sailing Organization or an individual member that ceases to meet the applicable eligibility requirements of Section 1.1 shall be deemed to have forfeited its membership in the Association, effective upon written notice to that effect from the Secretary, but may apply for membership in any other category for which the club, organization or individual is eligible. Upon written request to the Secretary, a Member Club, Affiliated Sailing Organization or individual member deemed to have forfeited membership in the Association under this Section shall be entitled to a hearing before the Executive Committee on the question of such member's eligibility. The determination of the Executive Committee on that question, after such hearing, shall be final.

### **Section 1.3. Voting and Other Rights**

(a) Member Clubs, Sustaining Members and Provisional Members shall have such voting rights as are provided in these Bylaws. Other members of the Association shall be entitled to notice of and to participate (without vote) in meetings of the Association, except as stated in 1.3 (c).

(b) Subject to any "guest" policy approved from time to time by vote of the Member Clubs, only Sustaining Members, Provisional Members and Contributing Members shall be eligible to compete in regattas on the approved schedule of regattas for the Association's season.

(c) A Contributing Member shall receive such recognition for their monetary contribution to the Association as the Executive Committee shall determine, but their voting and other rights shall be the same as those of the other members of the category to which they would otherwise belong.

## **ARTICLE II - MEETINGS OF THE ASSOCIATION**

### **Section 2.1. Regular and Special Meetings**

Throughout these Bylaws, the term "meetings of the Association" shall mean the Race Committee Chairs meeting, the Nominating Committee meeting, the Annual Business meeting and any special meeting of the members of the Association. All meetings of the Association shall be held at the clubhouse of a Member Club and shall be rotated among Member Clubs to the extent practicable.

(a) **Race Committee Chairs Meeting.** The Race Committee Chairs of each Member Club and his or her assistant or another representative designated by the Member Club shall meet each year at least 30 days before the first race on the previously approved schedule of regattas for the Association's season, to approve the number and order of starts, the class splits and the course assignments for the season and to consider such other business related to the scheduling and conduct of regattas by the Member Clubs as properly comes before the meeting.

(b) **Nominating Committee Meeting.** The Nominating Committee shall meet each year not less than 30 days before the Annual Business meeting to nominate candidates to stand for election as Commodore, Vice Commodore and Rear Commodore of the Association as provided in Article VI of these Bylaws.

(c) **Annual Business Meeting.** The delegates of the Member Clubs shall meet in November of each year to receive the reports of the officers of the Association, to elect the Commodore, Vice Commodore and Rear Commodore of the Association, to approve the schedule of regattas for the next season, to vote on the admission to membership in the Association of any club and other organization recommended for membership by the Executive Committee and to consider and act upon such other business as properly comes before the meeting.

(d) **Special Meetings.** Special meetings of the membership shall be held at the call of the Commodore at such times and for such purposes as are specified in the notice of the meeting. The Commodore may call a special meeting of the membership at any time and shall

call a special meeting if requested to do so by vote of the Executive Committee or in writing by the commodores of 33% of the Member Clubs or by 25 or more Sustaining Members.

### **Section 2.2. Notice of Meetings**

The Commodore shall cause written notice of each meeting of the Association to be sent by first-class United States mail and/or electronic transmission to the commodore, the secretary and the delegates of each Member Club, the commodore (or other appropriate officer) and the delegates of each Affiliated Sailing Organization and all individual members of the Association not less than 14 nor more than 60 days before the date of the meeting. The notice shall specify the date and time of the meeting, the Member Club at which it will be held and the business to be transacted and (in the case of the Annual Business meeting) the names of the candidates for election to the offices of Commodore, Vice Commodore and Rear Commodore.

### **Section 2.3. Delegates, Quorum & Voting**

(a) Each Member Club shall be entitled to be represented at any meeting of the Association by two delegates. A Member Club shall be "present" at a meeting of the Association if either or both of its authorized delegates or an acting delegate appointed under subsection (d) is present, but not otherwise.

(b) A majority of the Member Clubs shall constitute a quorum for the transaction of business at any meeting of the Association. Each Member Club present at any meeting of the Association shall be entitled to one vote on any matter put to a vote of the Member Clubs, and except when a greater percentage is required by these Bylaws, the affirmative vote of a majority of the Member Clubs present at a meeting at which a quorum is present shall be required for approval of any such matter.

(c) Each Affiliated Sailing Organization shall be entitled to be represented at any meeting of the Association by two delegates. Delegates of Affiliated Sailing Organizations may participate in a meeting, but they shall not vote or be counted for purposes determining the presence of a quorum.

(d) Each delegate of a Member Club or an Affiliated Sailing Organization shall be a Sustaining Member in good standing. The authority of a delegate of a Member Club, if challenged, must be in writing signed by the commodore or the secretary of the Member Club the delegate purports to represent. The commodore of a Member Club may appoint any Sustaining Member in good standing as an acting delegate at any meeting of the Association, but such appointment must be in writing and shall not be effective unless both of the regular delegates are absent.

## **ARTICLE III - OFFICERS**

### **Section 3.1. Eligibility and Selection**

(a) The officers of the Association shall be the Commodore and President, Vice Commodore, Rear Commodore, Secretary and Treasurer. No person shall hold more than one of these offices at the same time.

**(b)** Since the Association represents all Member Clubs and Affiliated Sailing Organizations, the Commodore, Vice Commodore and Rear Commodore shall be nominated and elected as provided in these Bylaws, but only from among the former commodores, captains, presidents or chairmen of the boards of Member Clubs who, within five years immediately preceding their first election as an officer of the Association, (i) have demonstrated a personal interest in boating, yachting or sail racing, either as owners of boats or yachts or as non-professional operators of cruising or racing yachts, (ii) have sailed actively as skippers in the fleet of a Member Club or (iii) have been active in the conduct of sail races.

**(c)** The Secretary and Treasurer shall be appointed by the Commodore upon assuming office from among the Sustaining Members except, they do not need to be former Commodores, Captains, Presidents, or Chairman of the Boards of Member Clubs.

### **Section 3.2. Duties**

**(a)** The Commodore shall be the ranking executive and flag officer of the Association and preside at all meetings of the Association and of the Executive Committee. With the approval of the Executive Committee, the Commodore shall appoint the chairmen of all committees for which a chairman is not otherwise provided in these Bylaws. The Commodore shall be an ex-officio member of all committees, enforce the Constitution and the Bylaws of the Association and perform such other duties as may be delegated by the Executive Committee or prescribed in these Bylaws.

**(b)** The Vice Commodore shall have responsibility for all matters related to management of the racing fleet and shall assist the Commodore and perform such other duties as may be delegated by the Commodore or the Executive Committee or prescribed in these Bylaws. In the absence, incapacity or disability of the Commodore to perform the duties of that office, the Vice Commodore shall perform the duties and may exercise the powers of the Commodore during such absence, incapacity or disability or until a successor is chosen.

**(c)** The Rear Commodore shall have responsibility for all matters related to race management and the DRYA website/forum with monthly reports to the Executive Committee, and shall assist the Commodore and the Vice Commodore and perform such other duties as may be delegated by the Vice Commodore, the Commodore or the Executive Committee or prescribed in these Bylaws. In the absence, incapacity or disability of the Vice Commodore, the Rear Commodore shall perform the duties and may exercise the powers of the Vice Commodore, and if both the Commodore and the Vice Commodore are absent, disabled or incapacitated, the Rear Commodore shall perform the duties and may exercise the powers of both of those offices during such absence, incapacity or disability or until a successor is chosen.

**(d)** The Secretary shall have responsibility for (i) keeping a true record of the proceedings of all meetings of the Association and of the Executive Committee, (ii) maintaining an accurate and current record of all members of the Association and all current handicaps and ratings, (iii) accepting all proper applications for individual membership in the Association, (iv) all correspondence to or from the Association and (v) such other duties as may be delegated by the Commodore or the Executive Committee or prescribed in these Bylaws. At the end of his or her term of office, the Secretary shall cause to be turned over to the successor Secretary all records, reports, files, correspondence and other documents and papers pertaining to the office of Secretary.

(e) The Treasurer shall have responsibility for (i) collecting, receiving and depositing in such bank or banks as the Executive Committee shall approve all moneys received from members or any other source, (ii) paying all bills properly owed by the Association, (iii) keeping accurate accounts of the assets, liabilities, revenues and expenses of the Association and reporting on such accounts at each meeting of the Executive Committee, at the Annual Business meeting and (if requested by the Commodore or the Executive Committee) at any other meeting of the Association and (v) such other duties as may be delegated by the Commodore or the Executive Committee or prescribed in these Bylaws. At the end of his or her term of office, the Treasurer shall cause to be turned over to the successor Treasurer all funds, books of account, records, reports, files and other documents and papers pertaining to the office of Treasurer.

### **Section 3.3. Vacancies**

(a) If a vacancy occurs in the office of Commodore, Vice Commodore or Rear Commodore because of death, resignation or other cause, the vacancy shall be filled by whichever of the following methods the Executive Committee determines to be in the best interests of the Association under the circumstances:

(i) The Executive Committee may appoint an eligible person (including another officer) to fill the vacancy. If the Executive Committee appoints another officer to fill a vacancy, it also shall fill the resulting vacancy by the method provided in the preceding sentence.

(ii) The Executive Committee may call a special meeting of the Nominating Committee to nominate candidates to stand for election to fill the vacancy and any other vacancy or vacancies that may result from filling the first vacancy. After the Nominating Committee has met, the Executive Committee shall call a special meeting of the Association to elect such of the nominees as may be necessary to fill all such vacancies. Such meetings of the Nominating Committee and of the Association shall be called and conducted in accordance with Articles VI and II, respectively, to the extent applicable.

(b) If a vacancy occurs in the office of Secretary or Treasurer because of death, resignation or other cause, the Commodore shall appoint an eligible person to fill the vacancy.

(c) Any person appointed or elected to fill a vacancy shall hold office only until the end of the term for which the predecessor was chosen.

## **ARTICLE IV - EXECUTIVE COMMITTEE**

### **Section 4.1. Authority and Responsibilities**

The Association and its affairs, activities and properties shall be managed by the Executive Committee, which shall be the governing body of the Association. The Executive Committee shall make general recommendations to the members of the Association in matters of policy and finance and act in an advisory capacity to the Commodore. It shall investigate and determine the eligibility of clubs and other organizations for membership in the Association, resolve disputes over the eligibility of individuals for particular categories of membership in the Association, censure or recommend the expulsion of Member Clubs or Affiliated Sailing Organizations, censure or expel individual members and in general have the duties and

responsibilities prescribed by the Articles of Incorporation of the Association and these Bylaws and the authority necessary to perform such duties and responsibilities.

#### **Section 4.2. Membership of Executive Committee**

The members of the Executive Committee shall be the Commodore, Vice Commodore, Rear Commodore, Secretary, Treasurer, Junior Sailing Chairman, Past Commodores of the Association, and Fleet Representatives elected in accordance with Section 4.3 of these Bylaws, Chief Handicapper and the Principle Race Officer(s) of the Association. All members of the Executive Committee shall be Sustaining Members of the Association.

#### **Section 4.3. Fleet Representatives**

**(a)** For purposes of this Section, the term "fleet" means 20 or more yachts registered with the Association to race under the same rating or handicapping system or as one-design yachts in regattas sponsored by Member Clubs, such as IOR, IMS, IRC, PHRF, ORR, Offshore One-Design and C course One-Design. The Sustaining Members and Provisional Members in each fleet shall be entitled to elect one Fleet Representative who shall be a member of the Executive Committee until the Annual Business meeting at which his or her successor assumes that position.

**(b)** Before September 15 of each year, the Executive Committee shall:

- (i)** Examine the yacht registration records of the Association for the current season and determine which fleets are entitled to elect a Fleet Representative for the next year, based on such records and the criteria in Section 4.3(a), and
- (ii)** Appoint a committee to nominate candidates for Fleet Representatives. The members of such committee shall be the Vice Commodore and not less than four nor more than eight experienced and active racing sailors, divided as nearly equally as possible between (i) persons who are not officers, committee chairs or handicappers and (ii) those who are. The Vice Commodore shall chair the committee and be responsible for the timely performance of its duties. The committee shall nominate two candidates for each Fleet Representative to be elected. A candidate must be an active member of the fleet he or she is nominated to represent. Nominations must be completed and reported in writing to the Commodore by the Vice Commodore on behalf of the committee before September 20.

**(c)** Each Fleet Representative shall be elected annually as follows:

- (i)** Before September 30 of each year, the Association shall mail or electronically transmit a ballot to all Sustaining Members and Provisional Members with boats then registered with the Association, at their current addresses as shown in the records of the Association. The ballots shall list the candidates for Fleet Representative and state that only ballots received at the Association's office before October 15 will be counted. Each Sustaining Member or Provisional Member shall vote for only one Fleet Representative even if the member has a boat registered in more than one fleet.

- (ii) All ballots so received shall be counted by the Vice Commodore a teller appointed by the Vice Commodore and a teller appointed by the Commodore. The Vice Commodore and the tellers shall file a written report with the Commodore before October 31. The report shall list the candidates and the number of votes received by each and shall be signed by the Vice Commodore and both tellers.
- (iii) Upon receipt of the report, the Commodore shall order the ballots destroyed and shall then declare the candidate who received the most votes elected as Fleet Representative, to assume that position at the next Annual Business meeting of the Association, and the Secretary promptly shall inform the successful candidate of his or her election and of the date, time and place of the next meeting of the Executive Committee.

(d) If a Fleet Representative should change fleets while in office, the position of Fleet Representative shall be declared vacant by the Executive Committee, and the Executive Committee may declare the position vacant if the Fleet Representative is absent without excuse from two consecutive regular meetings of the Executive Committee. In either such case, or if a vacancy occurs in that position because of the death or resignation of the Fleet Representative while in office, the Executive Committee shall appoint a successor for the remainder of the term. However, if the vacancy occurs after August 31, the foregoing provisions of this Section 4.3(d) shall not apply, and the position shall remain vacant until filled in the annual balloting required by Section 4.3(c).

(e) The Fleet Representatives shall (i) serve on the PHRF Handicap Review Board, (ii) meet from time to time as a special committee to resolve questions related to hull, rigging, sail, crew and other limitations and restrictions and (iii) perform such other duties as may be delegated by the Executive Committee or prescribed in these Bylaws.

#### **Section 4.4. Meetings**

(a) The Executive Committee shall meet at the call of the Commodore at such time and place as the Commodore shall designate and as frequently as he or she considers necessary for the proper and efficient handling of the affairs of the Association, provided that the Commodore shall call at least four meetings of the Executive Committee during the 12-month period following his or her election. The Commodore shall direct the Secretary to call a meeting of the Executive Committee at the written or electronically transmitted request of any six or more members of the Executive Committee for the purpose stated in such request. All meetings of the Executive Committee shall be held at the clubhouse of a Member Club.

(b) The Secretary shall send written notice of each meeting of the Executive Committee by first-class mail and/or electronic transmission to each member of the Executive Committee at least one week before the meeting. When possible, the notice shall be accompanied by a tentative agenda for the meeting. Written questions may be submitted to the members of the Executive Committee with the notice of a meeting. In such cases, members who do not attend that meeting may vote on such questions by mail or electronic transmission. Members so voting shall be counted for purposes of determining the presence of a quorum at such meeting but not for purposes of determining whether any other matter receives the requisite vote at that meeting.

- (c) A quorum for the transaction of business at any meeting of the Executive Committee shall be the greater of:
  - (i) Nine members of the Executive Committee entitled to vote, provided that one of those members present is the Commodore, the Vice Commodore or the Rear Commodore.
  - (ii) 1/3 of the members of the Executive Committee who are then in office, provided that one of those members present is the Commodore, the Vice Commodore, or the Rear Commodore.

## ARTICLE V - RATINGS, HANDICAPPING & HANDICAP REVIEW BOARDS

### Section 5.1. PHRF Handicap Review Board

The PHRF Handicap Review Board shall periodically review all PHRF handicaps and subject to any appeal procedure shall be the final regional authority for resolving all questions relating to PHRF handicaps. It shall review and approve all handicapping procedures and guidelines developed by the Chief Handicapper. It shall confirm or recommend changes in PHRF class splits to the Executive Committee by May 1 of each Year.

- (a) The members of the PHRF Handicap Review Board shall be as follows:

Chief Handicapper	One Vote
Assistant Chief Handicapper-Admin.	One Vote
Assistant Chief Handicapper-Ratings	One Vote
Secretary of HRB	One Vote
Captain of each rating group	One Vote Each
Handicappers	Non-Voting
Fleet Representatives	Non-Voting
Vice Commodore	Non-Voting, except to break a tie

- (b) No member of the Handicap Review Board shall vote on the handicap for any boat in their rating group or a class in which that member participates in races on the approved schedule of regattas for the Association's season. Two-thirds of the members eligible to vote shall constitute a quorum of the Handicap Review Board on any matter put to a vote, and the affirmative vote of a majority of those eligible to vote on a matter shall be required for approval of the matter. Voting on handicaps shall be done in executive session with only the voting members of the Handicap Review Board and the Vice Commodore and Fleet Representatives present.

### Section 5.2. Duties of Chief Handicapper-

The Chief Handicapper shall preside at all meetings of the Handicap Review Board. In addition, the Chief Handicapper shall:

- (a) Divide the racing fleet into no more than five or no less than four rating groups for purposes of handicapping. These groups shall be approved by the Handicap Review Board.



**(b)** Nominate a Secretary, Assistant Chief Handicapper Administration, Assistant Chief Handicapper Ratings for the Handicap Review Board and submit by December 1<sup>st</sup> of each year a list of all nominees for approval by the Executive Committee.

**(c)** Publish, by December 1 of each year, a schedule for the following year of general meetings of handicappers, meetings of the Handicap Review Board and the deadlines for handicap protests.

**(d)** Provide the Secretary of the Association with a list of all valid (i.e. approved) PHRF handicaps by May 1 of each year and with all changes to the list during the season, and the Chief Handicapper shall be responsible for distribution of the list and such changes to the United States Sailing Association ("US Sailing"), yacht racing associations, the affected sailors and other organizations and individuals as appropriate.

**(e)** Assign Base Handicaps as provided in Section 15 of the handbook.

**(f)** Lead the Handicap Review Board in developing the Association's handicapping procedures and guidelines to be in effect for the following year (which shall be approved by the Executive Committee) publish and disseminate within one week of the November Executive Committee meeting.(dissemination to members shall be by mail or electronic transmission) and be responsible for the prompt and fair enforcement of the handicapping and review process.

**(g)** Call special meetings of the Handicappers to assign handicaps for one of a kind yachts and Yachts (not including like boats with an established base handicap) previously not handicapped by DRYA joining the Association during the season.

**(h)** Participate in the Association's budgeting process by forecasting revenues and expenditures related to the activities for which the Chief Handicapper is responsible and operate within the approved budget.

### **Section 5.3. Duties of Assistant Chief Handicapper-Administration**

The Assistant Chief Handicapper-Administration shall assist the Chief Handicapper in the performance of the Chief Handicapper's duties, preside at any meeting of the Handicap Review Board in the absence of the Chief Handicapper and, in the absence of the appointed secretary, serve as the recording secretary of the Handicap Review Board, keeping accurate and current records of all of its proceedings and decisions.

### **Section 5.4. Duties of Assistant Chief Handicapper-Ratings**

The Assistant Chief Handicapper-Ratings shall assist the Chief Handicapper in the performance of the Chief Handicapper's duties and be responsible for maintaining the DRYA Rating/Data Files necessary for the handicapping process.

### **Section 5.5. Duties of Handicappers**

Each Handicapper shall be the principal contact for the sailors in the handicap group, for which the handicappers are responsible, in all matters related to handicapping and ratings. Each Handicapper shall be responsible for gathering, analyzing and interpreting race results and other data required in the handicapping and review process. They shall make documented handicap recommendations to the Handicap Review Board supported by all pertinent data. The Handicappers of each group shall select one of their number, and an alternate, to be the captain of their group, to lead their group, and to represent their group on the Handicap Review Board. Each experienced Handicapper shall assist in training new Handicappers.

### **Section 5.6. Qualifications of Handicappers**

(a) The person chosen as a Chief Handicapper should have served for at least three years as Assistant Chief Handicapper and/or as a Handicapper before he or she is first chosen as a Chief Handicapper and shall have the handicapping experience, organizational skills and temperament necessary to carry out the duties of a Chief Handicapper efficiently and harmoniously. The person chosen as Assistant Chief Handicapper shall be similarly qualified and be chosen as the potential successor to the Chief Handicapper.

(b) Qualifications for a Handicapper are: experience, active interest in handicap racing, knowledgeable in boat performance and design, judicial temperament, and demonstrated leadership in yacht racing. At the time they are chosen each Handicapper shall be an active racing participant in the rating group for which he or she will be responsible.

### **Section 5.7. Selection of Handicappers**

The Chief Handicapper shall be chosen as provided in this Section.

(a) The Chief Handicapper shall be elected by secret ballot by the Executive Committee and chosen from two or more candidates submitted by the Vice Commodore. The selection and approval of the Chief Handicapper for the season shall be completed before November 1. A person may serve any number of consecutive one-year terms as Chief Handicapper, Assistant Chief Handicapper or Secretary.

(b) The Chief Handicapper shall choose not less than three nor more than five Handicappers for each PHRF rating group.

### **Section 5.8. Other Handicapping and Rating Systems**

Without amending these Bylaws, the Executive Committee may establish such other handicap or rating review boards as it deems necessary to administer other handicapping or rating systems and may disband such boards when they no longer are necessary. The selection of the members of any board so established, and the authority and duties of the board and its members, shall correspond as nearly as practicable to those prescribed in the preceding sections of this Article.

## **ARTICLE VI - NOMINATING COMMITTEE**

### **Section 6.1. Members of Committee and Meetings**

The Nominating Committee shall consist of the delegates from approximately 1/3 of the Member Clubs, an equal number of members of the Executive Committee and the Vice Commodore.

The Vice Commodore shall preside at meetings of the Nominating Committee but shall vote only when necessary to break a tie vote.

(a) The Member Clubs whose delegates shall serve on the Nominating Committee each year shall be selected by July 1 by the Commodore with the approval of the Executive Committee so that the Member Clubs selected, when taken together, are fairly representative of the geographic area served by the Association and each Member Club is represented on the Nominating Committee every third year.

(b) The members of the Executive Committee who shall serve on the Nominating Committee shall be selected by the Commodore by July 1 each year, subject to the following limitations:

(i) The Secretary and the Treasurer shall not serve on the Nominating Committee.

(ii) Unless necessary, no member of the Executive Committee shall serve on the Nominating Committee in a year in which a Member Club to which they belong is otherwise represented on the Nominating Committee.

(c) The Nominating Committee may meet in person or by electronic means

### **Section 6.2. Voting**

Each Member Club whose delegates are serving on the Nominating Committee and each member of the Executive Committee so serving shall have one vote on all matters put to a vote of the Nominating Committee.

### **Section 6.3. Notice of Selection of Committee**

Each year, within ten days after the Nominating Committee has been selected, the Vice Commodore shall send a written or electronically transmitted notice to the delegates of all Member Clubs and to all Sustaining Members and Provisional Members informing them of the names and club affiliations of the persons selected to serve on the Nominating Committee and inviting such members to submit the names of persons who should be considered for nomination before a date specified in the notice and that all names so submitted shall be considered.

### **Section 6.4. Nominations.**

(a) The Nominating Committee shall place in nomination one eligible candidate for each of the offices of Commodore and Vice Commodore and two eligible candidates for the office of Rear Commodore. The Secretary shall notify each nominee of their nomination within five days after the meeting at which they are nominated, except that such notice shall not be required in the case of a nominee who was present at the meeting. Such notice need not be in writing. If, after the Nominating Committee meeting but before the Annual Business meeting, a nominee declines to stand for election or is found by the Executive Committee to be ineligible for the office for which they were nominated, appropriate written notice shall be given to each Member Club, and additional nominations for the office in question may be made by the Member Clubs, provided that each such nomination shall be in writing and endorsed by not less than ten Member Clubs. Such endorsements shall be signed by both delegates of each endorsing Member Club. Only candidates nominated in accordance with this Article shall be eligible for election at the Annual Business meeting.

(b) If the Nominating Committee nominates the current Secretary or the current Treasurer to stand for election as Commodore, Vice Commodore or Rear Commodore, it also shall recommend one or more eligible persons for appointment to the office of Secretary or Treasurer, as the case may be. The Committee's recommendations shall be advisory and not binding on the new Commodore.

## **ARTICLE VII - FINANCE COMMITTEE**

### **Section 7.1. Committee Members**

The members of the Finance Committee shall be the Commodore, Vice Commodore, Rear Commodore and Treasurer. The Treasurer shall be the chairman of the Finance Committee. The Finance Committee may invite one or more Sustaining Members with experience in accounting, financial planning, budgeting and related matters to assist the Committee in the performance of its duties.

### **Section 7.2. Committee Duties**

Before October 1 of each year, the Finance Committee shall review the revenues and expenditures of the Association for the most recent and the current fiscal year and the anticipated revenues and expenditures for the next fiscal year and prepare a budget for the next fiscal year, which shall include the recommended dues, registration fees and other charges to be collected by the Association during such year. The budget shall be presented to the Executive Committee for its approval before October 15.

## **ARTICLE VIII - CLASS AND COURSE EVALUATION COMMITTEE**

### **Section 8.1. Committee Members**

The members of the Class and Course Evaluation Committee shall include the Fleet Representatives, the Chief Handicapper, and the Principal Race Officers from each course and chaired by the Vice Commodore.

### **Section 8.2. Committee Duties**

The Class and Course Evaluation Committee shall meet before March 1 of each year to review data and requests from members of the Association respecting the number and order of starts, class splits, course assignments of various yachts or classes of yachts and similar matters. The Class and Course Evaluation Committee shall make written recommendations to the Executive Committee regarding such matters before the April meeting of the Executive Committee, to allow time for the Executive Committee to make its recommendations for consideration at the Race Committee Chairs meeting.

## **ARTICLE IX - OTHER COMMITTEES**

### **Section 9.1. Other Standing Committees**

In addition to the committees provided for elsewhere in these Bylaws, the Association shall have the following standing committees, each consisting of one or more members and having the authority and duties delegated from time to time by the Executive Committee:

Appeals  
Membership  
Protest  
Bylaws & Handbook  
Class & Course Evaluation  
Sailing Instructions & NOR

The chair of each such standing committee shall be a Sustaining Member.

### **Section 9.2. Other Committees**

The Commodore may appoint, dissolve and reappoint such other committees from time to time as they shall see fit for particular purposes. Such committees shall have such authority and duties as shall be specified by the Commodore. The chairman of each such committee shall be a Sustaining Member. The Commodore also may appoint special officers for special duties to serve during the Commodore's term at the Commodore's pleasure.

## **ARTICLE X - DUES, REGISTRATION FEES & OTHER CHARGES**

### **Section 10.1. Purpose**

All expenses of the Association shall be paid from the dues, registration fees and other charges by the Association for membership, registration of yachts and services provided to members and others.

### **Section 10.2. Establishment and Limitations**

The dues, registration fees and charges to be charged by the Association shall be established annually by the Executive Committee, provided that:

- (a) The dues of an Affiliated Sailing Organization shall not exceed 25% of the dues of a Member Club.
- (b) The dues of a Provisional or Associate Member shall be the same as the dues of a Sustaining Member.
- (c) The dues of a Junior or Collegiate Member shall be the same amount and shall not exceed 50% of the dues of a Sustaining Member.
- (d) The combined dues of the spouse and all children of a Sustaining Member who become Family Members shall not exceed 50% of the related Sustaining Member's dues.
- (e) The dues of a Contributing Member shall be at least three times the dues paid by a Sustaining Member.

## **ARTICLE XI – INDEMNIFICATION**

### **Section 11.1. Definitions of Certain Terms Used in Article XI.**

When used in this Article XI with respect to the Association, "Board of Directors" means the Executive Committee of the Association, and "director" of the Association means a member of the Executive Committee.

### **Section 11.2. Non-Derivative Actions**

Subject to all of the other provisions of this Article XI, the Association shall indemnify any person who was or is a party or is threatened to be made a party, to any threatened, pending or completed action, suit or proceeding, whether civil, criminal, administrative or investigative and whether formal or informal (other than an action by or in the right of the Association) by reason of the fact that the person is or was a director, officer, employee, non-director volunteer, or agent of the Association, or is or was serving at the request of the Association as a director, officer, partner, trustee, employee, non-director volunteer, or agent of another foreign or domestic corporation, business corporation, partnership, joint venture, trust, or other enterprise, whether for profit or not for profit, against expenses, including attorneys' fees, judgments, penalties, fines and amounts paid in settlement actually and reasonably incurred by the person in connection with the action, suit or proceeding if the person acted in good faith and in a manner the person reasonably believed to be in or not opposed to the best interests of the Association or its members, and with respect to any criminal action or proceeding, if the person had no reasonable cause to believe that conduct was unlawful. The termination of any action, suit or proceeding by judgment, order, settlement, conviction, or upon a plea of nolo contendere or its equivalent, shall not, of itself, create a presumption that the person did not act in good faith and in a manner which the person reasonably believed to be in or not opposed to the best interests of the Association or its members and, with respect to any criminal action or proceeding, had reasonable cause to believe that the conduct was unlawful.

### **Section 11.3. Derivative Actions**

Subject to all of the provisions of this Article XI, the Association shall indemnify a person who was or is a party to or is threatened to be made a party to a threatened, pending or completed action or suit by or in the right of the Association to procure a judgment in its favor by reason of the fact that the person is or was a director, officer, employee, non-director volunteer, or agent of the Association, or is or was serving at the request of the Association as a director, officer, partner, trustee, employee, non-director volunteer, or agent of another foreign or domestic corporation, business corporation, partnership, joint venture, trust or other enterprise, whether for profit or not for profit, against expenses, including actual and reasonable attorneys' fees and amounts paid in settlement actually and reasonably incurred by the person in connection with the action or suit if the person acted in good faith and in a manner the person reasonably believed to be in or not opposed to the best interests of the Association or its members. However, indemnification shall not be made for any claim, issue or matter in which the person has been found liable to the Association unless and only to the extent that the court in which the action or suit was brought has determined upon application that, despite the adjudication of liability, (a) indemnification is not prohibited under Section 497(a) of the Act and is consistent with other applicable law and with any restrictions in the Association's articles of incorporation or bylaws, and (b) the person is fairly and reasonably entitled to indemnification in view of all the relevant circumstances, whether or not the person met the applicable standard of conduct set forth in Sections 561 or 562 of the Act or was

adjudged liable as described in Section 562 of the Act. Notwithstanding the forgoing, if the person is found liable, indemnification is limited to reasonable expenses incurred by the person.

#### **Section 11.4. Indemnification Standard for Executive Committee Members.**

In accordance with Section IX of the Articles of Incorporation, the Association shall indemnify an Executive Committee member for the expenses and liabilities described in this subsection without a determination that the Executive Committee member has met the standard of conduct set forth in Sections 11.2 and 11.3 above, but shall not indemnify the Executive Committee member for obligations imposed under Section 497(a) of the Act or, except to the extent authorized in Section 564c of the Act, if the director received a financial benefit to which he or she was not entitled, intentionally inflicted harm on the Association or its members, violated Section 551 of the Act, or intentionally committed a criminal act. In connection with an action or suit by or in the right of the Association described in Section 562 of the Act, indemnification under this section shall be for expenses, including attorneys' fees, actually and reasonably incurred. In connection with an action, suit or proceeding other than an action, suit, or proceeding by or in the right of the Association, described in Section 561 of the Act, the Association shall indemnify an Executive Committee member under this section for expenses, including attorneys' fees, actually and reasonably incurred, and for judgments, penalties, fines, and amounts paid in settlement that are actually and reasonably incurred.

#### **Section 11.5. Expenses of Successful Defense**

To the extent that a director, officer, employee, non-director volunteer, or agent of the Association has been successful on the merits or otherwise in defense of any action, suit or proceeding referred to in Section 11.2 or 11.3, or in defense of any claim, issue or matter in the action, suit or proceeding, or has established that the Association is required to assume the person's liabilities under Section 209(1)(d) or (e) of the Act, the successful person shall be indemnified for actual and reasonable expenses (including actual and reasonable attorneys' fees) incurred in connection with the action, suit or proceeding and in any action, suit or proceeding brought to enforce the mandatory indemnification provided by this Section 11.4.

#### **Section 11.6. Definition**

For the purposes of Sections 11. 2 and 11.3, "other enterprises: shall include employee benefit plans; "fines" shall include any excise taxes assessed on a person with respect to an employee benefit plan; and "serving at the request of the Association" shall include any service as a director, officer, employee, non-director volunteer or agent of the Association which imposes duties on, or involves services by, the director, officer employee, non-director volunteer or agent with respect to an employee benefit plan, its participants or beneficiaries; and a person who acted in good faith and in a manner the person reasonably believed to be in the interest of the participants and beneficiaries of an employee benefit plan shall be considered to have acted in a manner "not opposed to the best interests of the Association or its members" as referred to in Sections 11.2 and 11.3.

#### **Section 11.7. Contract Right; Limitation on Indemnity**

The right of indemnification conferred in this Article XI shall be a contract right and shall apply to services of a director, officer, employee, non-director volunteer or agent of the Association as an employee or agent of the Association, as well as in such person's capacity as a director, officer,

employee, non-director volunteer or agent. Except as provided in Section 11.4, the Association shall have no obligations under this Article XI to indemnify any person in connection with any proceeding or part thereof, initiated by such person without authorization by the Board of Directors.

#### **Section 11.8. Determination that Indemnification is Proper**

Any indemnification under Section 11.2 or 11.3 (unless ordered by a court) shall be made by the Association only as authorized in the specific case upon a determination that indemnification of the person is proper in the circumstances because the person has met the applicable standard of conduct set forth in Section 11.2 or 11.3, whichever is applicable, and based on an evaluation that the expenses and amounts paid in settlement are reasonable. Such determination shall be made in any of the following ways:

- (a) By a majority vote of a quorum of the Executive Committee consisting of Executive Committee members who were not parties, or are not threatened to be made parties, to the action, suit or proceeding.
- (b) If the quorum described in clause (a) above is not obtainable, then by a majority vote of a committee that is duly designated by the Executive Committee and that consists solely of 2 or more Executive Committee members who are not at the time parties or threatened to be made parties to the action, suit, or proceeding. All Executive Committee members may participate in designating a committee under this subsection.
- (c) By independent legal counsel in a written opinion, who must be selected to prepare the opinion in 1 of the following ways:
  - (i). By the Executive Committee or a committee of the Executive Committee in the manner described in subsections (a) or (b) above.
  - (ii) If the Executive Committee is unable to obtain a quorum under subsection (a) and the Executive Committee is unable to designate a committee under subsection (b), by the Executive Committee. All Executive Committee members may participate in selecting an independent legal counsel under this subsection.
- (d) By the members of the Association, but memberships held by directors, officers, employees, non-director volunteers, or agents that are parties or threatened to be made parties to the action, suit, or proceeding may not be voted.

#### **Section 11.9. Authorization to Make Payment of Indemnification**

The Association shall authorize payment of indemnification in any of the following ways:

- (a) By the Executive Committee in 1 of the following ways:
  - (i) If there are 2 or more directors who are not parties or threatened to be made parties to the action, suit, or proceeding, by a majority vote of all Executive Committee members who are not parties or threatened to be made parties, a majority of whom shall constitute a quorum for this purpose.
  - (ii) By a majority of members of a committee of 2 or more directors who are not parties or threatened to be made parties to the action, suit, or proceeding.



- (iii) If there are fewer than 2 Executive Committee members who are not parties or threatened to be made parties to the action, suit, or proceeding, by the vote necessary for action by the Executive Committee under Section 4.4(c) of these Bylaws. All Executive Committee members may participate in authorization under this subsection.
- (b) By the members, but memberships held by directors, officers, employees, non-director volunteers, or agents that are parties or threatened to be made parties to the action, suit, or proceeding may not be voted on the authorization.

#### **Section 11.10. Proportionate Indemnity**

If a person is entitled to indemnification under Section 11.2 or 11.3 for a portion of expenses, including reasonable attorneys' fees, judgments, penalties, fines and amounts paid in settlement but not for the total amount thereof, the Association shall indemnify the person for the portion of the expenses, judgments, penalties, fines or amounts paid in settlement for which the person is entitled to be indemnified.

#### **Section 11.11. Expense Advance**

Expenses incurred by a director, officer, employee, non-director volunteer, or agent of the Association in defending a civil or criminal action, suit or proceeding described in Section 11.2 or 11.3 may be paid by the Association in advance of the final disposition of such action, suit or proceeding if the person furnishes the Association a written agreement, executed personally or on the person's behalf, to repay the advance if it is ultimately determined that the person did not meet the standard of conduct, if any, required by these bylaws or the Act for the indemnification of a person under the circumstances.

- (a) The agreement shall be an unlimited general obligation of the person on whose behalf advances are made, but need not be secured.
- (b) The Association may accept a repayment agreement without reference to the financial ability of the person to make repayment.
- (c) The Association shall evaluate the reasonableness of advances under this section in the manner described in Section 11.7, and shall make an authorization in the manner described in Section 11.8.
- (d) The Association may authorize advances with respect to a proceeding and determine the reasonableness of advances in a single resolution covering the entire proceeding. However, unless the action or resolution provides otherwise, an authorizing or determining authority of the Association may subsequently terminate or amend the authorization or determination with respect to advances that are not yet made.
- (e) A provision in the Articles of Incorporation, these Bylaws, a resolution of the Executive Committee or the members, or an agreement that makes indemnification mandatory shall also make the advancement of expenses mandatory unless the provision, resolution, or agreement specifically provides otherwise.

#### **Section 11.12. Non-Exclusivity of Rights**

The indemnification or advancement of expenses provided under this Article XI is not exclusive of other rights to which a person seeking indemnification or advancement of expenses may be entitled under the Articles of Incorporation or Bylaws of, or a contractual arrangement with, the Association. However, the total amount of expenses advanced or indemnified from all sources combined shall not exceed the amount of actual expenses incurred by the person seeking indemnification or advancement of expenses. Indemnification under this Article XI continues for a person that ceases to be a director, officer, employee, non-director volunteer, or agent and inures to the benefit of the heirs, personal representatives, and administrators of the person.

#### **Section 11.13. Indemnification of Employees and Agents of the Association**

The Association may, to the extent authorized from time to time by the Executive Committee, grant rights to indemnification and to the advancement of expenses to any employee or agent of the Association to the fullest extent of the provisions of this Article XI with respect to the indemnification and advancement of expenses of directors and officers of the Association.

#### **Section 11.14. Former Directors and Officers**

The indemnification provided in this Article XI continues as to a person who has ceased to be a director, officer, non-director volunteer, employee or agent of the Association, or is or was serving at the request of the Association as a director, officer, employee or agent or another corporation, partnership, joint venture, trust or other enterprise and shall inure to the benefit of the heirs, executors and administrators of such person.

#### **Section 11.15. Insurance**

The Association may purchase and maintain insurance on behalf of any person who is or was a director, officer, employee, non-director volunteer, or agent of the Association, or is or was serving at the request of the Association as a director, officer, employee non-director volunteer, or agent or another foreign or domestic corporation, limited liability company, partnership, joint venture, trust or other enterprise for profit or nonprofit against any liability asserted against the person and incurred by the person in any such capacity or arising out of the person's status as such, whether or not the Association would have power to indemnify the person against such liability under these Bylaws or the laws of the State of Michigan.

#### **Section 11.16. Changes in Michigan Law**

In the event of any change of the Michigan statutory provisions applicable to the Association relating to the subject matter of this Article XI, then the indemnification or advancement of expenses to which any person shall be entitled hereunder shall be determined by such changed provisions, but only to the extent that any such change permits the Association to provide broader rights to indemnification or advancement of expenses than such provisions permitted the Association to provide prior to any such change. Subject to Section 11.15, the Board of Directors is authorized to amend these Bylaws to conform to any such changed statutory provisions.

#### **Section 11.17. Amendment or Repeal of Article XI**

No amendment or repeal of this Article XI shall apply to or have any effect on any person who is or was a director, officer, employee, non-director volunteer, or agent of the Association for or with respect to any acts or omissions of such person occurring prior to such amendment or repeal. The right of indemnification or to advancement of expenses under a provision of the Articles of Incorporation or the Bylaws is not eliminated or impaired by an amendment to the provision after the occurrence of the act or omission that is the subject of the formal or informal, administrative or investigative action, suit, or proceeding for which indemnification or advancement of expenses is sought unless the provision in effect at the time of the act or omission explicitly authorizes that elimination or impairment after the action or omission has occurred.

## **ARTICLE XII. MISCELLANEOUS PROVISIONS**

### **Section 12.1. Fiscal Year**

The fiscal year of the association shall begin on October 1 of each year and end on September 30 of the next year.

### **Section 12.2. Handbook**

The Association shall publish (in hard copy, electronic or both) a handbook which shall include its Articles of Incorporation, Bylaws and current policies, procedures and guidelines (including those related to handicapping and ratings) and such other information as may be appropriate. The handbook shall be reviewed and (if and to the extent necessary) revised periodically. The handbook shall be sent to any member of the Association who requests a hard copy upon payment of any applicable charge established by the Executive Committee.

### **Section 12.3. Non-Member Services**

The Association may provide PHRF handicaps to non-members on request, and may provide other services to non-members, upon payment of the applicable fee or charge established by the Executive Committee.

The Association shall hear appeals from protest decisions involving members and non-members as a USSA "association appeals committee".

### **Section 12.4. Amendments**

These Bylaws may be amended or replaced by new bylaws by the affirmative votes of:

- (a) not less than 75% of the Member Clubs present at a meeting at which at least a majority of all Member Clubs is present, and
- (b) Not less than 75% of the individual members entitled to vote and present at a meeting at which at least 10% of all such individual members is present.

At the discretion of the Executive Committee, such meetings may be combined, but in that case, Member Clubs and individual members shall vote separately. Notice of each such meeting shall be mailed by first-class United States mail or electronically transmitted to the commodore and the delegates of each Member Club and to all individual members entitled to vote not less than 30 days nor more than 60 days before the date of the meeting. Such notice shall be accompanied by a copy of the proposed amendment or new bylaws.