



DETROIT REGIONAL YACHT-RACING ASSOCIATION (DRYA)
2024 COUNTER SERIES COMPRISING 12 CLUB REGATTAS
DRYA SAILING INSTRUCTIONS (DRYA SI)
REVISION 3

*The DRYA's role shall be to provide the umbrella Notice of Race (DRYA NOR) and these DRYA Sailing Instructions (DRYA Sis), review of **Sponsoring Club** regatta documents, scoring, and provide race committees (RC) and protest committees for each **Sponsoring Club's** regattas.*

Terms in *italics* or **bold italics** are defined in the DRYA NOR.

The notation '[NP]' in a rule of the Sailing Instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1 The regatta is governed by the *rules* as defined in the *Racing Rules of Sailing* (RRS). The prescriptions of US Sailing shall apply to all races, including those crossing into Canadian waters.
- 1.2 The US Sailing prescription to 63.2 shall not apply.
- 1.3 The *Club Supplemental Notice of Race (Club SNOR)* and *Supplemental Sailing Instructions (Club SSI)* are issued by each race's *Sponsoring Club*.
- 1.4 **These DRYA Standard Sailing Instructions (SIs) apply only to the extent that they are adopted by the Sponsoring Club in its Club SSIs for their regatta with one exception. Section 7. Starting Sequence for all Courses, Classes, Splits, P2P and WL and Class Flags. Clubs shall follow Section 7 in all respects to sequence, classes, course length and splits.** The *Sponsoring Club* may change other features in these instructions in their *Club SIs*, which shall control if there is a conflict between the two.
- 1.5 [NP] The use of elastic or wool bands when setting a spinnaker sail is not protestable by a boat.
- 1.6 For ORC Classes, penalties for exceeding the ORC Maximum Crew Weight on a boat's certificate shall be discretionary. The ORC Minimum Crew Weight shall not be applied, see ORC Rule 200.1 for details.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the DRYA SI or *Club SSIs* will be posted by 0900 on the DRYA and OA websites on the day before it shall take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice boards located at the OA and www.drya.org.
- 3.2 On the water, the RC shall monitor and communicate with competitors on VHF channel 72.
- 3.3 The following communications may be made by the RC on VHF channel 72: time checks, race area, schedule changes, starting order of classes, elimination of class start, location of race committee vessel, courses, change of courses, shortening, postponement, abandonment, starting signals, recalls, and the next start sequence.
- 3.4 For individual recalls, the RC's failure to hail sail numbers, an incorrect hail, late hail, or the order in which sail numbers are hailed will not be grounds for redress. This changes RRS 60.1(b).
- 3.5 Errors or omissions in communications by the RC, or a competitor's failure to hear RC's communications, will not be grounds for redress. This changes RRS 60.1(b).

4. CODE OF CONDUCT

[NP] Competitors and Support Persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1 The location of signals made ashore must be specified in the *Club SSIs*.
- 5.2 When flag AP is displayed ashore, '1 minute' will be replaced with a time of 10 minutes or as specified in the *Club SSIs*. This changes Race Signals AP.



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6. SCHEDULE OF RACES

6.1 The scheduled time of the warning signal for the first race will be 1030 hrs unless modified by the *Club SSIs*

Lines 6.2-6.4 apply only to Windward/Leeward (W/L) races:

- 6.2 The RC may run one, two or three races, when time and conditions permit. The warning signal for the second (or third) race will be given shortly after all boats in a class have finished or retired and the RC is ready to start the sequence. The order of starts for subsequent races will be at the discretion of the race committee.
- 6.3 Flag A displayed, with no sound, while boats are finishing means 'No more racing today.'
- 6.4 No race will be started after 1500 hrs.

7 STARTING SEQUENCE FOR ALL COURSES, CLASSES, SPLITS, P2P AND W/L, AND CLASS FLAGS

7.1

Course Start# and Class***	Class Flag	# of Classes	Course Length**
Start 1 ORC A (APH 420.01- 536.00) and J 111	#5, R	2	Long
Start 2 ORC B (APH 536.01-558.00)	F	1	Long
Start 3 PHRF A (72 and lower) and J 120	#7, #8	2	Long
Start 4 ORC C (558.01 and above) and PHRF B (73-130)	H, #1,	2	Short
Start 5 C&C 35 and PHRF Cruise	#0 and E	2	Short
Start 6 PHRF C (131 and above) and Nonsuch 30 and Cal 25	T, #9, Class Logo	3	Short
Start 7 Club Jam	Club Burgee	1	Short
Strat 8 Turbo Class ORC (420 and below)	#6	1	Long

*Black Class Logo on white field

**Course length shown is for W/L races and P2P.

***The starting sequence is shown for both P2P and W/L

Clubs cannot change the classes listed above.
Class Splits are determined for PHRF by the boats HCP
Rating and for ORC by the ORC (APH) rating).
The Turbo class is starting last due to size/participation.

- 7.2 [DP) Boats shall display their class flag, not smaller than size 0, from the aftermost backstay at least six feet above deck.
- 7.3 Shorthanded boats that wish to race CLUB JAM shall hail the RC Signal Boat on VHF channel 72 prior to the first Warning Signal for the day and state their intentions and boat details including owners name, boat name, sail number, and previous class.

8 RACING AREA

- 8.1 All racing shall take place on Lake St. Clair and the Detroit River. As of the publication date, US boats are allowed to sail in Canadian waters with some restrictions. See the *Club SS/s* For future notices and relief.
- 8.2 The locations of the Point to Point (P2P) races will be as shown on the *Club SSIs*.
- 8.3 Addendum A illustrates the W/L Racing Area. The center of the AC Course circle bears approximately 044°, 4.4 nm from the Peche Island Range Rear Light (F 114ft PA). The approximate location is 42° 24.75' N, 082° 51.52'W
The starting area will be approximately 0.75 nm downwind from the center of the course circle.

9 COURSES

- 9.1 The P2P courses will be described in the *Club SSIs*. Wind range shall be the Triple Band system.

- 9.2 The diagram in Addendum B shows the W/L course, the order in which marks are to be passed and the side on which mark is to be left. The leeward mark may be a gate or a single mark. If Mark 2 is a single mark, it is to be left to port.
- 9.3 No later than the preparatory signal, the race committee signal vessel shall display the approximate compass bearing and distance of the first legs of the course to 1 L and 1S. The RC shall also display the ORC Course Five Band Wind Range "Low", "Medium Low", "Medium", "Medium High", or "High" for the ORC Class start. Both sets of information will be displayed on boards on the RC Boat.
- 9.4 The course length to 1L will be not greater than 1nm.
- 9.5 Legs of the course will not be changed after the preparatory signal. *This changes rule RRS 33.*
- 9.6 [DP] When a separate RC finish boat is used, boats shall not sail between the RC signal boat and the RC finish boat. Boats doing so may be protested by the RC.

10 MARKS

- 10.1 The starting and finishing marks will be **orange** inflatable marks or **MarkSetBots**. MarkSetBots of various colors are inflatable cone shapes made up of tube rings that decrease in diameter towards the top.
- 10.2 One or more 'keep away buoys' may be attached to the RC signal boat. Since they are intentionally attached to their respective RC vessels, they are part of the mark by definition.
- 10.3 The marks for P2P races will be described in the *Club SSIs*.
Lines SI 10.4-10.5 Apply only to Windward/Leeward (W/L) races:
- 10.4 Mark 1L (the long weather mark) and marks 2S and 2P (the gate) will be **orange** inflatable marks.
- 10.5 Mark 1S (the short weather mark) will be a **green** inflatable mark.
- 10.6 For the W/L course, Marks 1L and 1S are turning marks and Marks 2S and 2 P are gate marks.

11 OBSTRUCTIONS

[NP] Boats crossing the Lake St. Clair shipping channel (see NOAA Chart #14850), are forbidden to interfere with major ships (Federal law 89-764). Boats shall adhere to USCG Rule 18, which reads in part: "(b) A sailing vessel underway shall keep out of the way of: (ii) a vessel restricted in her ability to maneuver." A boat receiving five (5) horn blasts from a commercial vessel transiting the ship channel may be protested by the RC.

12 THE START AND ORC WIND RATING DETERMINATION

- 12.1 The initial order of starts and classes for all courses shall be mandatory as shown in DRYA SI 7 (Start 1 through 8).
- 12.2 The RC will make a series of short sound signals approximately one minute before the warning signal for the start of the initial race of the day.
- 12.3 The RC will use 'rolling starts' (a start's warning signal displayed simultaneously with the removal of the previous start's starting signal). Competitors should watch the visual signals and listen to announcements from the RC.
- 12.4 The PRO of the regatta/race will select the wind range that is used for each 'race' prior to the start based on average wind readings. For W/L races the 5 Band System and for P2P races the Triple System shall be used. The RC will announce via radio and display a board showing the wind selected on the RC boat or Station the selection prior to the warning signal of each race. The selection is not protestable by competitors. The RC will record the wind range selected on the Checkoff Sheets and Scoring Sheets.
- 12.5 The PRO at the start of the first ORC start sequence shall select one wind speed range that shall be used for all ORC starts in that race.
- 12.6 For W/L races, on or before the preparatory signal, the RC shall display the course to be sailed (Land S) on a placard from the RC signal boat. *This changes RRS 27.1.*
- 12.7 The starting line will be between a staff displaying an **orange** flag on the RC Signal Boat on the starboard end and the course side of the port end starting mark as described in SI 10.1.
- 12.8 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other racers.

13 CHANGE OF COURSE BETWEEN W/L STARTS

- 13.1 In the event of a significant wind shift after one or more starts in the W/L Series the RC may signal a change of course for the next start using the following procedure (this changes RRS 33):
- i. Flag C and the new bearing and distance to the new windward marks will be displayed with multiple sound signals.
 - ii. The new Mark 1L and IS marks will remain orange and green respectively.
 - iii. The RC will continue to display flag C and the new heading and distance for all starts for which the new windward mark applies.

14 THE FINISH

- 14.1 The finishing line for W/L races will be between a staff displaying a **blue** flag on the RC Signal Boat and the course side of the port end finishing mark as described in DRYA SI 10.1.
- 14.2 If the race committee is absent when a boat finishes, the skipper shall report her finishing time, and her position in relation to nearby boats, to the RC at the first reasonable opportunity. See the US Sailing prescription to RRS 34.

15 SHORTENING COURSE

- 15.1 If the Signal Boat signals a shortened course (displays flag S with sounds) before the first boat in each class has reached a Mark), all boats will round that mark in the direction the SI/SSI calls for and then proceed to the finish line. *This changes RRS 32.2.*

16 TIME LIMITS AND TARGET TIMES

- 16.1 For P2P courses, the Race Time Limit (RRS 35) for each class is five (5) hours after its starting signal unless modified by the *Club SSIs*. Any boat finishing within its time limit shall qualify that class within its division for any overall results, even if a class within the respective division did not qualify individually for the race.
- 16.2 The target time duration for W/L races is 60 minutes.
- 16.3 The Race Time Limit (RRS 35) for each class in a W/L race is 75 minutes after its starting signal.

17 HEARING REQUESTS (aka PROTEST FORM)

- 17.1 For each class, the protest time limit is 1900 hours on the day of the regatta or two hours after the last boat in the protesting boat's class finishes the last race of the day, whichever is later.
- 17.2 Hearing request forms and instructions may be found on the drya.org website under Racing.
- 17.3 Hearing requests shall be sent by email before the protest time limit to ProtestsDRYA@gmail.com. If using a paper form, take a clear photo of the form and email it to the address above.
- 17.4 Competitors will be informed as soon as possible of hearings in which they are parties or named as witnesses. Hearings will be held as soon as possible at a mutually convenient time and place, generally the week following a regatta.
- 17.5 In addition to the requirements of RRS 61, competitors intending to file a protest should notify the Finish Line RC by VHF radio of their intent to protest and receive confirmation of the notification by the RC. The notification shall include the boat names and/or sail numbers and the classes of the protestor and protestee.

18 SCORING

- 18.1 Races shall be scored using ORC or PHRF time-on-time for the respective classes. See NOR A1line11.2.
- 18.2 For W/L races, one (1) race constitutes a series.
- 18.3 A boat's series score is the total of her race scores.
- 18.4 Invited boats shall not be scored for Series or Season Standings.
- 18.5 DRYA Scoring Inquiry - Competitors should submit a "Scoring Inquiry" to the Race Committee on issues pertaining to the DRYA scoring of a race. The "Scoring Inquiry" form can be found on the DRYA website page www.drya.org/racing-info or be submitted online at www.bit.ly/ScoringDRYArace.
- 18.6 Scoring for the BYC Helly Hansen Sailing World Regatta for DRYA Season Standings. The Overall Event Standings for the matching classes will be used for the Counter Series Overall calculations.

19 SAFETY REGULATIONS

- 19.1 A boat with different sail numbers on main, jib or spinnaker, shall check in with the RC Committee and report the respective sail numbers. Boats failing to do so shall not be scored.
- 19.2 [DP] A boat that retires from a race shall notify the RC at the first reasonable opportunity.

20. OFFICIAL VESSELS

Official vessels will be identified with an "RC" flag.

21. PRIZES

- 21.1 Awards for individual regattas shall be in accordance with the *Club SSIs*.
- 21.2 The DRYA will award 1st, 2nd, and 3rd place flags as spelled out in the NOR Section 11.

22 RISK STATEMENT

The DRYA and the *Sponsoring Club* shall not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to or after the regatta. Competitors participate in the regatta at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

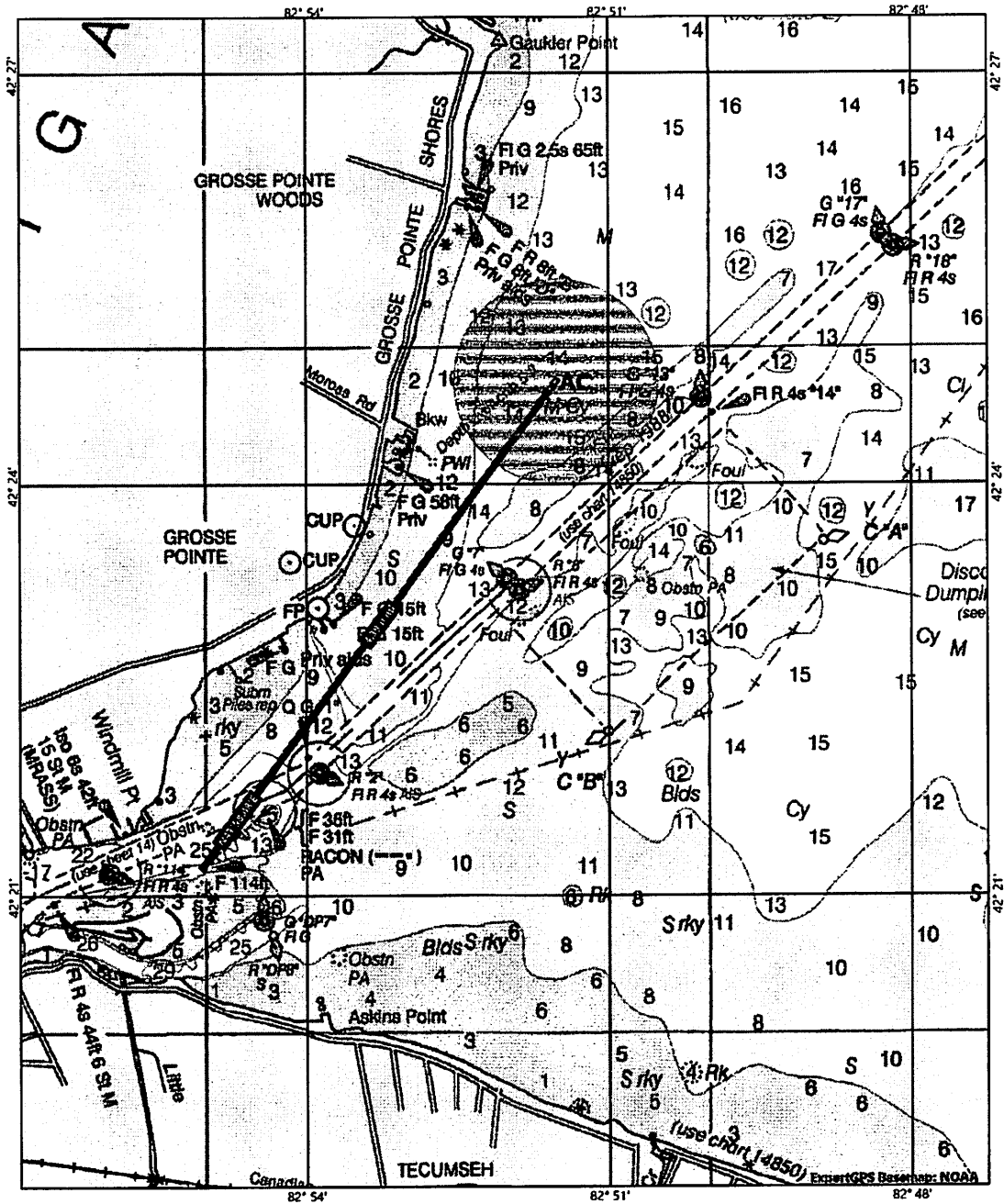
23 INSURANCES

Each participating boat shall be insured with valid third-party liability insurance with a recommended minimum coverage of \$300,000 per incident.

24 FURTHER INFORMATION

For further information please contact: DRYA, 23915 Jefferson Ave. Suite #1, St. Clair Shores, MI 48080, (586) 778-1000, thedrya@gmail.com or David Spiers (248) 318-6553 or spiersdjam@aol.com

ADDENDUM A WINDWARD / LEEWARD COURSE RACING AREA



ADDENDUM B ILLUSTRATING THE W/L COURSES
(NOT TO SCALE)

Both courses are 2 laps/ 4 legs, downwind finish All marks left to port, except gates.
If there is only one leeward mark (Mark 2), it shall be left to port.
On legs 1 and 4 Marks 2S and 2P are not marks of the course.

LONG

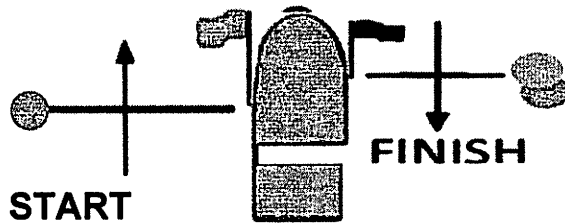
COURSE

START - 1L-2P/2S -1L- FINISH

SHORT COURSE
START-1S-2P/2S-1S- FINISH



NORMAL START/FINISH



ALTERANATIVE

START

AVOID AREA

START

FINISH

