

2006 DRYA SAILING INSTRUCTIONS FOR “A”, “B” AND “C” COURSES

These Detroit Regional Yacht-Racing Association (“DRYA”) sailing instructions (including the course-specific sailing instructions on pages 3 and 4) apply only to the extent that they are adopted by the DRYA-member club that sponsors a regatta (“Sponsoring Club”) in its sailing instructions for the regatta. The Sponsoring Club may change these DRYA sailing instructions in the Sponsoring Club’s sailing instructions, which shall control if there is a conflict between the two.

- 1. RULES** – This regatta is governed by the “rules” as defined in the Racing Rules of Sailing for 2005-2008 (“RRS”). These include the prescriptions of the United States Sailing Association (“US SAILING”), the Notice of Race (except as any of these may be changed by these Sailing Instructions) and these Sailing Instructions.
- 2. ENTRIES** – This regatta is open to boats owned by clubs, or members of clubs, holding current memberships in the DRYA and to others on invitation of the Sponsoring Club. PHRF handicaps for the Cruising PHRF, PHRF 1 and PHRF 2 classes will be those assigned by the DRYA, 23219 Marter Road, Suite 214, St. Clair Shores, MI 48080 (586.778.1000 or e-mail thedrya@drya.org). IRC ratings issued by US SAILING will be used for the IRC A, IRC B and IRC C classes.
- 3. AGREEMENT TO ASSUME RISK** – In consideration of being permitted to enter this regatta and being fully knowledgeable of the risks of sailing as a competitive sport, all competitors, crew members and guests aboard voluntarily assume all risks associated with participating in this regatta. Competing boats shall in all respects be ready for sea and sailed by an adequate and capable crew. It shall be the sole and inescapable responsibility of the skipper and crew of the boat to decide whether to start or continue a race. The skipper must assure that all equipment required by the United States Coast Guard, as well as other necessary safety equipment, is aboard and properly maintained and stowed and that the crew knows where it is kept and how it is used.
- 4. INTERFERENCE WITH SHIPPING** – When crossing the shipping channel (see U.S. Chart #14850), boats are forbidden to interfere with major ships (Federal law 89-764). No restriction is placed on use of the water by other parties. Competitors therefore shall adhere to USCG Rule 18, which reads in part: “(b) A sailing vessel underway shall keep out of the way of: ... (ii) a vessel restricted in her ability to maneuver.”
- 5. TRASH** – Boats shall not discharge trash overboard.
- 6. CLASS FLAGS** – Classes will be identified by the following class flags:

Course-Start No. – Class	Class Flag
A-1 – JAM/All Others	G
A-1 – Doublehanded	D
A-1 – Cruising PHRF (all PHRF)	F
A-2 – PHRF 1 (141 maximum)	#7
A-3 – IRC C (1.004 maximum)	#6
A-4 – IRC B (1.065 – 1.005)	E
A-5 – IRC A (1.066 minimum)	#9
A-6 – Multihull	K
B-1 – C&C 35	#0
B-2 – J/105	#1

Course-Start No. – Class	Class Flag
B-3 – NA 40	R
B-4 – J/120	#8
B-5 – Tartan 10	3 rd Substitute
C-1 – Flying Scot	Class logo*
C-2 – Crescent	Class logo*
C-3 – Cal 25	Class logo*
C-4 – PHRF 2 (144 minimum)	2 nd Substitute
C-5 – Express 27	Class logo*
C-6 – All Others	Class logo*
C-7 – Melges 24	Class logo*

*Black class logo on a white field. The class logo for the All Others class is the word “Others”.

- 7. IDENTIFICATION** – Boats shall carry proper sail numbers on mainsails, spinnakers and any sails attached to the headstay that have a luff perpendicular exceeding 130% of the base of the foretriangle. In addition, boats on the “A” and “B” Courses (except those in the JAM/All Others and Doublehanded classes) shall display the class flag designated in Sailing Instruction 6, not smaller than size “0”, from the aftermost backstay at least six feet above deck.
- 8. COURSES & MARKS** – All distances are approximate and in nautical miles (*nm*). The Starting Line Signal Boat shall display a placard showing the approximate magnetic bearing to the first mark. Except as provided in Sailing Instructions 13 and 14, all rounding marks are orange inflated pyramids. All marks shall be rounded to port except as provided in Sailing Instruction 14(b). Refer to the course descriptions and diagrams on pages 3 and 4.
- 9. STARTING** – Races will be started using RRS 26 and the class flags designated in Sailing Instruction 6. The warning signal for the first class on the “A” Course and the “B” Course will be at 1030 hours. The warning signal for the first class on the “C” Course will be at 1200 hours.

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

Order and Number of Starts – If there are boats from all classes in the racing area, classes will start the **first** race of the day in the order in which they are listed in Sailing Instruction 6. However, the Race Committee may eliminate the starting sequence for a class if no boats from the class are in the starting area. After the first race of the day, classes may be started in any order. Classes will be signaled by class flags in accordance with RRS 26.

10. LIMIT MARKS – One or more limit marks (buoy with red and green horizontal bands) may be set near the Starting Line Signal Boat and/or the Race Committee boat on station at the finishing line. A boat shall not touch a limit mark or sail between a limit mark and the Signal Boat or Race Committee boat. A boat that has broken Sailing Instruction 10 may exonerate herself by taking the penalty provided in the first sentence of RRS 31.2.

11. VISUAL SIGNALS – Any flag referred to in these Sailing Instructions or the RRS may be replaced by a cylindrical shape that resembles the flag it replaces. This changes RRS Race Signals.

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

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

14. CHANGE OF COURSE AFTER ALL STARTS – (a) A change of course after the start of all classes will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. The new mark will be an inflated pyramid, the color of which will be designated by a placard displayed with the course change signals. Any mark to be rounded after the new mark may be relocated to maintain the course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

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

15. TIME LIMIT – The time limit for each class is 2½ hours after its starting signal.

16. PROTESTS – A protesting boat shall deliver a written protest to the Race Committee no later than 1900 hours on the day of the regatta or two hours after the last boat in its class finishes the last race of the day, whichever is later. Protest hearings will be held at Bayview Yacht Club, 100 Clairpointe, Detroit, Michigan, beginning at 7:30 p.m. on the first Monday after the regatta.

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

18. COURTESY BROADCASTS – An unofficial designated observer may report all visual signals displayed by the Race Committee over the VHF channel designated for the course in Sailing Instruction AB7 or C6. Information so reported is provided as a courtesy to competitors and does not alter the competitors’ responsibility to observe the Race Committee’s visual signals, which govern the conduct of the racing. Errors or omissions by the observer, or a competitor’s failure to hear an observer’s report, will not be grounds for granting redress.

***SEE THE COURSE-SPECIFIC SAILING INSTRUCTIONS,
INCLUDING COURSE DESCRIPTIONS AND DIAGRAMS, ON PAGES 3 AND 4.***

SAILING INSTRUCTIONS FOR “A” AND “B” COURSES ONLY

AB1. COURSE LOCATIONS – The center of the “A” Course circle bears approximately 039° magnetic, 5.9 nm from Peche Island Range Rear Light (F 115ft PA). The approximate location is 42° 26.2’ North, 082° 50.7’ West. The center of the “B” Course circle bears approximately 091° magnetic, 4.2 nm from Peche Island Range Rear Light (F 115ft PA). The approximate location is 42° 21.6’ North, 082° 49.3’ West.

AB2. STARTING AREA – The starting area on each course shall be up to 1.0 nm downwind from the center of the course circle. Approximately 30 minutes before the warning signal for the first race, a Race Committee boat will be near the center of the circle, displaying flag “L”. This Race Committee boat shall proceed to the starting area after the Race Committee determines its location.

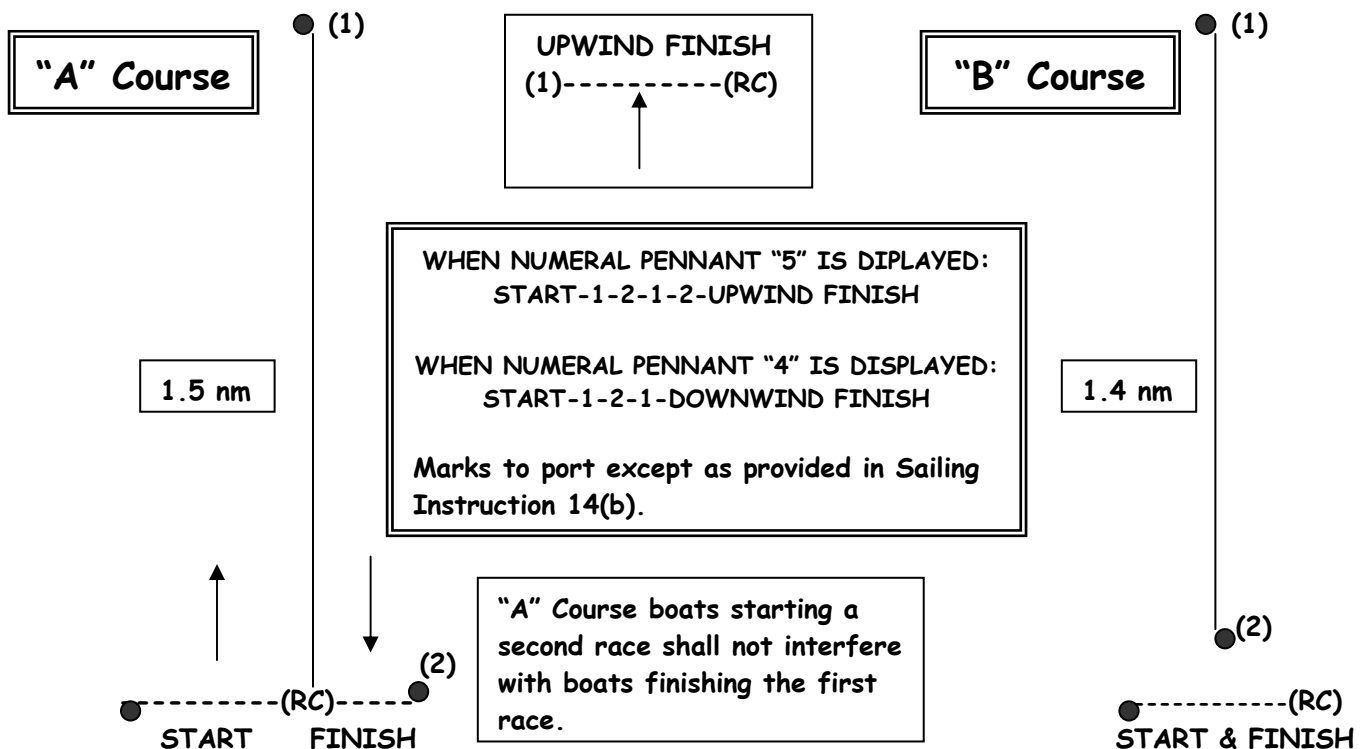
AB3. STARTING & FINISHING LINES – The starting line on the “A” Course shall be between the staff displaying an orange flag on the Starting Line Signal Boat and the water’s edge of a green pyramid buoy. The starting line on the “B” Course shall be between the staff displaying an orange flag on the Starting Line Signal Boat and the water’s edge of a green-and-white pyramid buoy. The finishing line on each course shall be between the staff displaying a blue flag (“A” Course) or an orange flag (“B” Course) on a Race Committee boat and the water’s edge of a nearby mark (“A” Course (2) downwind or (1) upwind). For downwind finishes on the “A” Course, the finishing line will be on the opposite side of the Race Committee boat from the starting line. See diagram below for “A” Course upwind and downwind finishes.

AB4. COURSES – If the Starting Line Signal Boat displays numeral pennant 4 before or with the warning signal for the start of the first class, boats will sail a windward-leeward course with four legs (Start-1-2-1-Downwind Finish). Mark 2 is not a mark of the first or last leg of the course. If the Starting Line Signal Boat displays numeral pennant 5 before or with the warning signal for the start of the first class, boats will sail a windward-leeward course with five legs (Start-1-2-1-2-Upwind Finish). Mark 2 is not a mark of the first leg of the course.

AB5. COURSE LENGTH – No later than the warning signal for the first start, the Starting Line Signal Boat shall display the approximate distance from the mid-point of the starting line to mark 1 (in nautical miles) on a chalkboard or placard. On the “B” Course, mark 2 will be set approximately 600 feet to windward of the starting line.

AB6. NUMBER OF RACES –The Race Committee intends to run two races when in its judgment conditions permit. If the Race Committee intends to start another race, it will display numeral pennant 2 (with no sound) while boats are finishing the first race. The Race Committee will attempt to finish the majority of the boats in the last race by 1500 hours.

AB7. RADIO MONITORING – Boats are requested to monitor VHF channel 72 on the “A” Course or VHF channel 68 on the “B” Course from one hour before the warning for the first start until after finishing.



SAILING INSTRUCTIONS FOR "C" COURSE ONLY

C1. COURSE LOCATION – The starting area bears approximately 088° magnetic, 2.0 nm from Peche Island Range Rear Light (F 115ft PA). The approximate location is 42° 21.5' North, 082° 52.3' West.

C2. STARTING & FINISHING LINES – The **starting line** shall be between the staff displaying an orange or yellow flag on the Starting Line Signal Boat at the starboard end and the water's edge of a green pyramid buoy. The color of the starting line flag (orange or yellow) will designate the color of the first mark for the class that is starting, subject to a change of color if a course change is signaled later. See Sailing Instructions 13 and 14.

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

C3. SHORT & LONG COURSES – The course shall be windward-leeward with a total of four legs. The Race Committee will set **two windward marks**, both on the same bearing but one closer to the starting line than the other. Refer to the course diagram below. In these Sailing Instructions, the windward mark closer to the starting line is called "1S", and the other is called "1L".

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

C4. COURSE LENGTH – No later than the warning signal for the first start, the Starting Line Signal Boat shall display the approximate length of the first windward leg (in nautical miles) on a chalkboard or placard.

C5. NUMBER OF RACES – The Race Committee intends to run as many races as time permits, but no warning signal will be made after 1500 hours. After the first race of the day, the Race Committee may start classes in any order in accordance with RRS 26 and the class flags designated in Sailing Instruction 6. When more than two races are sailed on any day, only the first two races will be scored.

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

