

2022 DRYA JUNIOR RIVER CHAMPIONSHIP

Organizing Authority: Detroit Regional Yacht-Racing Association
And Detroit Yacht Club

August 2, 2022

SAILING INSTRUCTIONS (SIs)

The notation [NP] in a rule means that a boat or the race committee may not protest for breaking that rule. This changes RRS 60.1(a) and 60.2(a).

1. RULES:

- 1.1 The regatta shall be governed by the “rules” as defined in the current Racing Rules of Sailing.
- 1.2 [NP] All Classes shall meet the requirements of the NCS - “Non-Class Sails” a DRYA document governing the use of sails in DRYA Junior Regattas. The NCS Document can be found on the DRYA website
- 1.3 The US Sailing Prescriptions to Rule 63.2 shall not apply.
- 1.4 The club and participant shall follow the Emergency Action Plan (EAP) for the event developed from the DRYA EAP template available on the DRYA Website
- 1.5 The club and participant shall follow the applicable Covid-19 rules, regulations and orders.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect at the Junior Sailing Center (east end of the Detroit Yacht Club island).
- 2.2 Changes to the sailing instructions may be made on the water from the Signal Boat for that Course between races.

3. COMUNICATION WITH COMPETITORS

- 3.1 Notices to Competitors will be posted on the official notice board located at the Junior Sailing Center.
- 3.2 The Race Office is located at the Junior Sailing Center.
- 3.3 On the water, the Signal Boat shall display Code Flag “L” and hail competitors and/or use VHS Radio to contact the Coaches for that Course.
- 3.4 [DP] [While racing][From the first warning signal until the end of the last race of the day], except in an emergency, a boat shall not make or receive voice or data transmissions not available to all boats.

4. CODE OF CONDUCT

4.1 [DP] Competitors, support persons and spectators shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at a flagpole near the Junior Sailing Center.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

5.3 "[DP] All boats shall not leave the shore if Code Flag "D" is displayed with one sound signal . The warning Signal for any race shall not be displayed until 45 minutes after Code Flag "D" has been lowered."

6. SCHEDULE OF RACES:

6.1 A Competitor's meeting shall be held at 0830 hours the day of the event.

6.2 The warning signal for the first race for all Courses shall be 1000 hrs. Courses 3 & 4 will start successive races as soon as possible following the previous races.

6.3 On the last scheduled day of racing no warning signal shall be made after 1400 hrs.

7. CLASS FLAGS

7.1	Class	Flag
a)	420 [Spinnaker & JAM]	420 Class Flag
b)	Laser [Full & Radial]	Laser Class Flag
c)	Optimist Red, White, Blue	Optimist Class Flag
d)	Optimist Green	Optimist Green Class Flag

8. RACING AREA

8.1 The racing area for each Course shall be identified on the Official Notice Board.

9. COURSES

9.1 Course 1 [420 Spinnaker & JAM], and Course 2 [Laser Full & Laser Radial]: Start down river off from Main Dock, round the west end of Belle Isle, sail up river on the north side of Belle Isle, round the east end of Belle Isle and Finish down river off from Main Dock.

9.2 Course 3 [Optimist Red, White, Blue] will sail on a course set off from Bayview Yacht Club. See Appendix A

9.3 Course 4 [Optimist Green] will sail on a course set in the Detroit Yacht Club Lagoon. See Appendix B

9.4 Courses will not be shortened. This changes Rule 32.

10. MARKS

10.1 At the Competitors Meeting the PRO for each Course shall inform the sailors using that Course of the identity of the Race Committee location, the color and shape of all marks and a description of starting and finishing lines that will be used.

11. OBSTRUCTIONS

11.1 At the Competitors Meeting the PRO for each Course shall inform the sailors using that Course of any Obstructions on that Course.

12. THE START

12.1 Racing Rule 26 will be used as the Starting System for Courses 1, 2 and 3.

12.2 Appendix U (Sound Signals Starting System) will be used for the Optimist Green Course 4.

12.3 Failure to hear sound signals on courses using the Appendix U starting system will not be grounds for redress.

12.4 The starting line for all Courses shall be between a staff displaying an orange flag at the Race Committee end and an inflatable mark at the port end of the line.

12.5 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change course length or maintain a course configuration marks may be moved as necessary, but no mark may be moved when any boat is on the leg that it terminates. A leg of the course may not be deleted. This changes Rule 33.

14. THE FINISH

14.1 The finishing line shall be between a staff displaying a blue flag at the Race Committee end and an inflatable mark at the port end of the line for Courses 1, 2 and 3.

14.2 The finishing line for Course 4 [Optimist Green Fleet] shall be between a blue flag on the Race Committee Signal Boat and an inflatable mark at the port end of the line.

15. PENALTY SYSTEM

15.1 Courses 1, 2, 3 shall use RRS 44.1.

15.2 For Course 4 [Optimist Green Fleet] RRS 44.1 is changed so that the two-turns penalty is replaced by the one-turn penalty.

16. TIME LIMIT:

16.1 Courses 1&2 - Race Time Limit: 6 hours.

16.2 Course 3 - Time limit Mark 1 - 30 minutes. Race Time Limit: 90 Minutes

16.3 Finishing Window: Course 3: 15 Minutes after first boat finishes. [Scored TLE] TLE score equals place + 1 of the last boat to finish. This changes RRS 35.

16.4 The target time for the first boat to finish for Course 3 (Optimist RWB) shall be 30 minutes, and Course 4 (Optimist Green fleet) which shall have a target time of 20 minutes

16.5 Failure to meet the target time shall not be grounds for redress. This changes RRS 62.1(a).

17. HEARING REQUESTS

- 17.1 A boat that intends to Protest, or Request for Redress or has taken penalty turns shall notify the Race Committee promptly after finishing that race with its sail number and club also the sail number and club (Pinnie) of the boat being protested. This changes rule 31 and 44.1
- 17.2 All Requests for Redress and Protests for Courses 1 & 2 will be held ashore after the end of sailing by Designated Judges.
- 17.3 Protests between boats on Course 3 shall be heard on the water by two Coaches acting as a Protest Committee under an abbreviated format [SI 17.4 below] with no witnesses allowed. The Coaches may not be from a Club of either the Protestor or Protestee.
- 17.4 Course 3 - Protest Procedure:
- (a) After the race has finished, the signal boat shall radio all Coaches that a protest has been received and the names of the Clubs involved. The Coaches of two other Clubs shall identify themselves by radio as being Judges for the protest. The Judges shall maneuver their boats together. The Coaches of the Protestor and Protestee shall direct the competitors involved to sail to the Judge's powerboats.
 - (b) The Judges shall ask questions of the Protestor and Protestee to determine if they object to either of the Coaches hearing the protest. If no objection is raised, the Judges shall ask questions to determine if the protest is valid. If an objection is raised the protest will be heard after the day's racing by other Judges
 - (c) All of the times given below should be considered approximate. The Protestor will be given one minute to present his/her case. The Protestee will be given one minute to present his/her response. The Protestor and Protestee each will be given one minute to question each other. The Judges will have two minutes to question the Protestor and Protestee. The Judges will have one minute to prepare and present their decision.
 - (d) The Judges shall report their decision to the Scorer by radio.

18. SCORING

18.1 Individual Regattas:

- a) All Courses: One (1) race is required to be competed to constitute a regatta.
- b) Courses 3 & 4: The maximum number of races shall be ten (10).
- c) Courses 3 & 4: A boat's series score will be the total of her race scores excluding her worst race after five (5) races have been completed.
- d) Courses 3 & 4: Scoring shall be in accordance with section 7 of the USODA Conditions for Sanctioned Regattas and Championships.

19. SAFETY REGULATIONS

- 19.1 The notation [DP] in a rule means that a boat may be given a Discretionary Penalty for breaking that rule (see RRS 64.6).
- 19.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 19.3 [DP] Each Club participating shall provide one or more powerboats for each 10 sailboats entered. There shall be a minimum of 3 powerboats assigned to each

racecourse in addition to the Race Committee Signal boat and Markset boat (A minimum of 5 powerboats).

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1 [DP] Substitution of competitors is not allowed without prior written approval of the Scorer. Including Skipper and Crew Exchanges.

20.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Judges. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

21. EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

22. OFFICIAL VESSELS

22.1 Official vessels will be identified as follows: Display of an RC Flag.

23. SUPPORT BOATS

23.1 [DP] Coach Boats shall display a Bright Green flag with the letter "C". Coach Boats may provide on-the-course coaching to all Fleets for the purpose of improving the boat handling skills of those boats who are not among the boats leading in a race

23.2 [DP] These events are Grade 1 events pursuant to the US Sailing Coaching and Support Boat Policy (<http://www.ussailing.org/racing/championships/coaching-and-support-boat-policy/>), except that level 3 Certification is not required. All coaches must be US Sailing Level 1 certified (or its equivalent).

23.3 [DP] Team leaders, coaches (other than designated coaches) and other support personnel shall not make contact or communicate with competitors from the time of the preparatory signal until competitors have completed the race except as in 23.4 [below]. The penalty as determined by the protest committee, for failure to comply with this requirement may be disqualification of all boats associated with any personnel who violate this rule.

23.4 [DP] Spectator boats [Other than Official Boats displaying flags with the letters "RC" or a Bright Green flag with the letter "C"] shall be restricted from 300 ft outside an area bounded by the starting line and by the laylines from each end of the starting line which intersect with the lay-lines to the line between the offset mark and the weather mark. The area 300 ft away from a start or finish line in any direction is also restricted. Communications between Spectators and Competitors must be directed through the competitor's coach. Failure to comply with this requirement may result in the Protest Committee calling a hearing under RRS 60.3(d).

24. TRASH DISPOSAL

24.1 Trash may be placed aboard official [or support person] vessels.

25. PRIZES

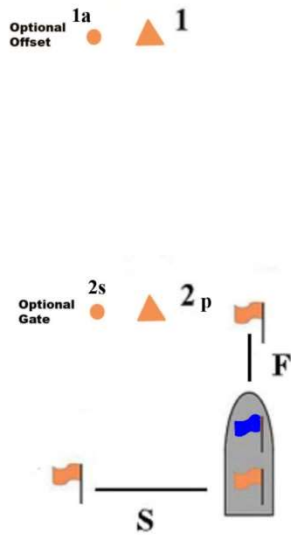
- 25.1 First, Second and Third place awards shall be given for each class competing except Optimist Green.
- 25.2 Perpetual trophies will be awarded to the first place finishers in each class except Optimist Green.
26. RISK STATEMENT:
- 26.1 RRS 3 states: “The responsibility for a boat’s decision to 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.
- 26.2 The organizing authority will not accept any liability for material damage, or personal injury, or death, or illness sustained in conjunction with or prior to, during, or after the regatta, including but not limited to Covid-19 and related laws, regulations, and orders.
27. INSURANCE:
Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$50,000 per incident or the equivalent.

Revised 7/26/22

APPENDIX A

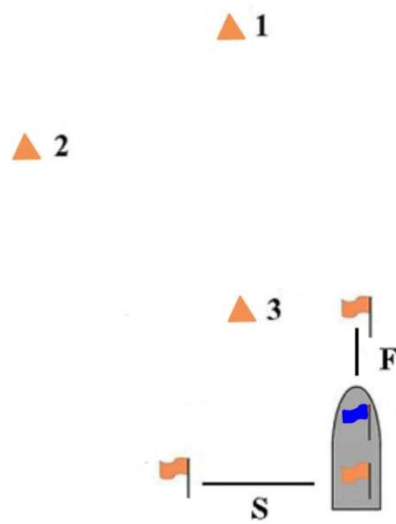
DRYA Junior Sailing Course Diagrams

Diagram 1



- Course 1 S-1-2_p-F
- Course 2 S-1-2_p-1-2_p-F
- Course 3 S-1-1 a-2_p-F
- Course 4 S-1-1 a-2_s or 2_p-1-1 a-2_p-F

Diagram 2



- Course 1 S-1-2-3 -F
- Course 2 S-1-2-3-1-3-F

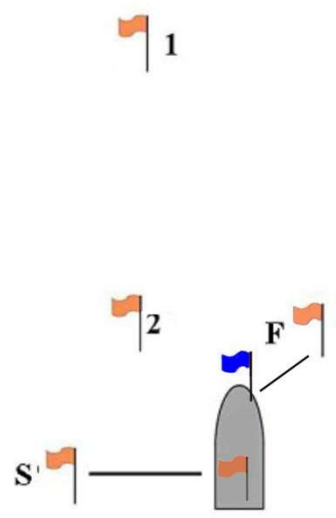
All Numbered Marks shall be left to Port

Appendix B

DRYA Junior Sailing

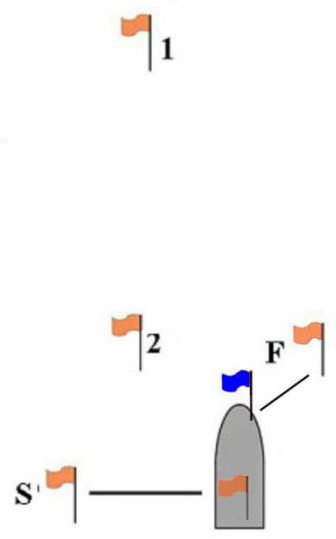
Course Diagrams

Diagram 1



Course 5 S-1-2-F

Diagram 2



Course 6 S-1-2-1-2-F

