



Sailing Instructions

The Duluth Yacht Club (DYC) is the Organizing Authority for the Shipwreck Regatta.

1. RULES

1.1. The event will be governed by the rules as defined in Racing Rules of Sailing for 2021-2024 (RRS).

1.2. Other rule changes are in the Notice of Race or will be posted on the notice board at Barker's Island "Big House"

2. COMMUNICATION WITH COMPETITORS

2.1. Notice to competitors will be posted on the official notice board at Barker's Island or announced on VHF Channel 72 within one hour of the first warning signal. The race committee is not obligated to post changes to notices on the regatta website but will endeavor to do so when able.

2.2. Failure to provide or receive any announcements will not be grounds for redress.

2.3. Signals made "ashore" will be displayed at the Barker's Island Big House

2.4. On the water, the Race Committee intends to monitor and communicate with competitors on VHF channel 72.

3. SCHEDULE AND TIME OF RACES

3.1. Skipper's meeting Saturday 08:30

3.2. Saturday first warning 10:30

3.3. Sunday first warning 10:00

3.4. The Race Committee will announce on VHF channel 72 their intent one hour before the scheduled warning signal for the first race on Sunday. This announcement will be repeated no later than the preparatory signal of the first race.

4. CLASSES

4.1. J24 class is open to J24s as defined by the J24 class rules. This class will have its own start.

4.2. Olson 30/Melges 24 class. This class is open to Olson 30s and Melges 24's as defined by their respective class rules. This fleet will race on PHRF handicap and will start together.

4.3. Class flags assignments are as follows:

J24 = Purple

Olson 30/Melges 24= Blue

4.4. Boats racing in a designated one-design class must meet the one-design class rules for that class except as modified by these Sailing Instructions.



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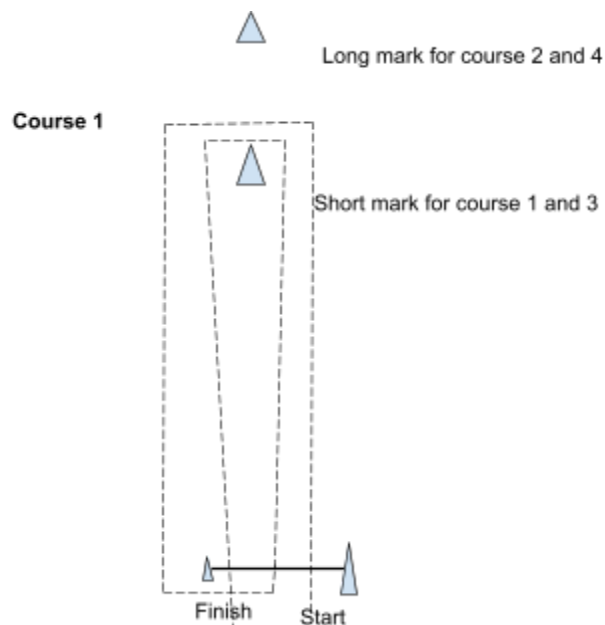
5. COURSES

5.1. The race course for each class will be posted on the Committee Boat.

5.2. It is the intention of the race committee to assign J24's course 1 and 3 (short course) and Olson 30/Melges 24's course 2 and 4 (long course). However, competitors should pay attention, check the course board on the committee boat, and understand that the race committee reserves the right to assign any course they see fit for either class in the interest of time, safety, and fair racing.

5.3. Description of courses.

Course 1: (The short course) A windward/Leeward course consisting of two windward legs and two downwind legs, between a start/finish line at the most leeward end of the course, and the closer of the two windward marks. Course 1 competitors will round the short length windward mark twice. (Diagram Below)

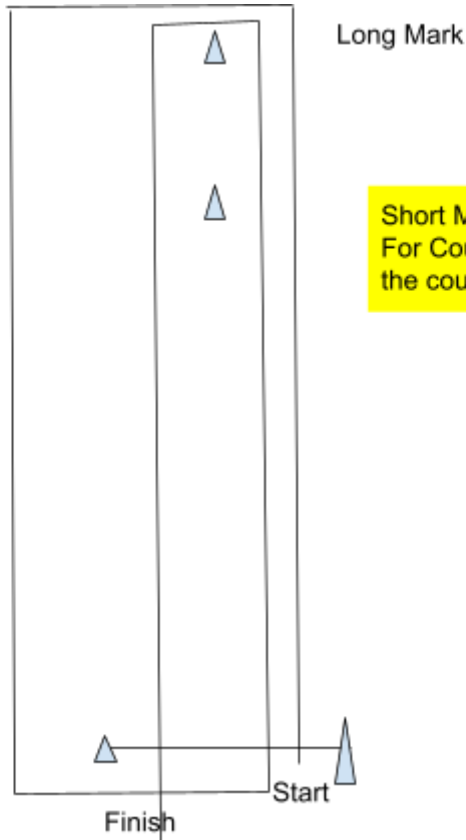




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Course 2: (The long course) A windward/Leeward course consisting of two downwind legs, with a start/finish line at the most leeward end of the course, and the furthest windward mark. Course 2 competitors will round the far windward mark twice.

Course 2

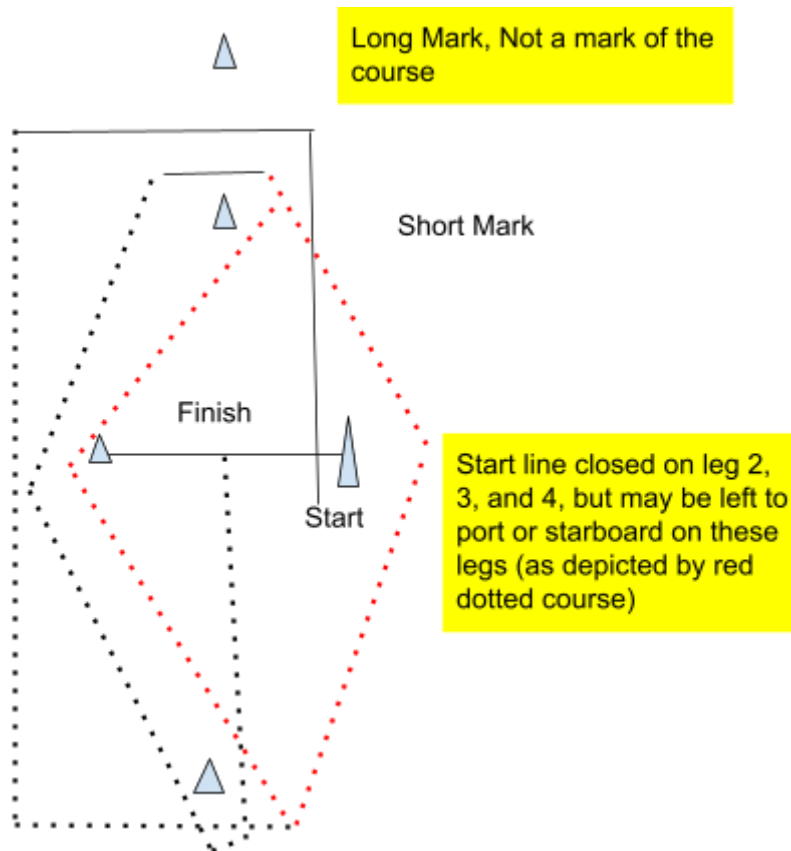




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Course 3: (mid course start line, short course) A windward/Leeward course laps. Begin at a start/finish line in the center of the course, a brief first beat to (to the short mark) a downwind run, a second beat (to the **Short** mark), a downwind run, and a brief beat to the finish line in the middle of the course. **The start/finish line is closed to competitors that are not starting/finishing. Do not pass between the committee boat and the pin end of the line unless you are starting/finishing.** Course 3 competitors will round the short length windward mark twice.

Course 3
(mid line start,
short course)



Course 4: (mid course start line, long course) A windward/Leeward course consisting of two laps, beginning at a start/finish line in the center of the course, a brief first beat to the further of the two windward marks, a downwind run, a long second beat to the further of the two windward marks, a downwind run, and a brief beat to the finish line in the middle of the course. **The start/finish line is closed to competitors that are not starting/finishing. Do not pass between the committee boat and the pin end of the line unless you are starting/finishing.** Course 4 competitors will round the further length windward mark twice.



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Course 4
(mid line start),
long course)

▲ Long Mark

▲ Short Mark
For Course 1 and 3. Not a mark of
the course for course 2 and 4.



Start line closed but may be
left to port or starboard on
leg 2, 3, and 4.



6. RATINGS

6.1. The Olson/Melges Handicap class will use PHRF certificates from MidWest PHRF or will be assigned an equivalent rating at the race committee's discretion if a midwest PHRF rating is not assigned.

7. STARTS FOR BUOY RACES

7.1. All boats shall approach and hail the Committee Boat with their sail number and their intent to race prior to the first warning signal.

7.2. Races will be started using Rule 26 with classes starting at 5-minute intervals; the starting signal of the preceding class shall be the warning for the succeeding class. Class starting order shall be Olson 30/Melges, then J24.

7.3. The starting line is between the staff displaying the orange starting flag on the Committee Boat (generally on the starboard end of the starting line), and an orange starting mark at the other end.

7.4. Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made. A boat failing to keep clear shall be subject to placement penalty or DSQ upon protest. The starting area is

defined as a "box" extending 300 feet to windward and 200 feet to leeward of the starting line, and extending 300 feet beyond the ends of the starting line.



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8. RECALLS

8.1. Individual recall will be made in accordance with Rule 29.1 The Committee Boat may attempt to notify competitors OCS by VHF radio channel 72 using their sail number or boat name, but is under no obligation to do so.

9. CHANGE THE NEXT LEG OF THE COURSE

9.1. RRS 33 is changed by adding:

"with repetitive announcements of their intentions on VHF Channel 72", where applicable.

10. THE FINISH

10.1. The finishing line is between the staff displaying a Blue Flag on the Committee Boat and a nearby mark.

11. POSTPONEMENT

11.1. A race may be postponed due to inclement weather, or significant changes in wind direction requiring a course change to be made by the race committee. The RC shall end postponement with 1 sound and hauling down the AP flag, 1 minute prior to the warning for a subsequent race.

12. TIME LIMIT

12.1. The time limit will be 120 minutes for all Classes for all buoy races. Except that boats finishing less than 30 minutes after the first boat of her class finishes will be scored (EX: first boat finishes at 119 minutes, the remaining competitors may finish the race within 30 minutes of the first finisher (149 minutes total) and be scored for that race).

12.2. Boats finishing after the time limit or the exception will be scored TLE and one point more than the number of boats finishing.

12.3 If there is only one boat in a class remaining on course, at the discretion of the race committee or PRO that boat may be finished in position and scored as if the boat had crossed the finish line.

13. PENALTY SYSTEM

13.1. RRS 44.1 is changed by Appendix V1 to allow One-Turn Penalties for breaking a rule of Part 2.

13.2. Appendix V2 POST-RACE PENALTIES are allowed.

14. RETIREMENT

14.1. [DP] A boat that retires from a race, or elects not to compete in additional races for that day, is asked to notify the Committee Boat before leaving the race area by VHF or hailing. If that is impossible or impracticable, then immediately after arriving ashore, the competitor shall notify a Race Committee representative.



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15. PROTESTS

15.1. Protesting boats will have 1 hour from the arrival of the regatta chairman back to the dock, or in the case of a protest involving the regatta chairman 2 hours from the arrival of the PRO back at the dock, to submit a protest form.

15.2. Protests may be written on the protest form available on the DYC Website. Lacking a proper protest form, a protesting boat shall provide in writing or by email the information required under RRS 61.2.

15.3 Protests will be heard by a volunteer protest committee, but will be solely for the purpose of learning/education or determining liability if necessary. Please keep attitudes and egos focused on having fun on the course, spin if you've done something you shouldn't have (It's only one turn...would you rather do that or spend an hour in a protest hearing?). If you have been fouled, the OA encourages you to protest as necessary to keep racing fair or help someone better understand the rules, but civility and corinthian spirit are to be maintained throughout this event.

15.4 The OA strongly encourages protests to be worked out via informal discussion post race.

16. SCORING

16.1. A boat may Discard the worst finish (score) from its standings if 5 or more races are completed.

16.2. Corrected times will be determined using the boats' PHRF and time-on-distance calculations.

16.3. APPENDIX A5.2 is changed so that boats that DNC, DNS, OCS, DNF, DSQ, NSC, TLE, RET, or DNE will be scored one point more than the number of boats finishing.

16.4. All competitors are required to have paid their race fees prior to start of the first race in order to be scored in the regatta.

17. RISK STATEMENT AND DISCLAIMER OF LIABILITY

17.1. Competitors participate in this event entirely 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.

17.2. The Organizing Authority, race venue, and event sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the races.