

By-Law 1

Races and Regattas

Amended 2008

(in the event of discrepancies, handbook copy takes precedence)

1. Objectives

- 1.1. The objectives of Association-sanctioned Races and Regattas shall be to promote fun and fair one-design racing under a uniform set of rules, in accordance with the Association Objectives and Policies.

2. Eligibility

- 2.1. Any DSA Member is eligible to compete in sanctioned events, except for certain restrictions applied to Class Championship regattas including the NACR, and subject to possible limitations of numbers.
- 2.2. A DS class yacht is eligible for use in a sanctioned event if it meets all Association requirements, including Specifications and Measurements.

3. Regatta Sanction

- 3.1. Sanction by the Association indicates that the event organizers have complied with Association requirements, and that the Association recognizes the results of the event. Class Championship regattas, including the North American Championship, shall be sanctioned by the Governing Board. InterRegional Championships shall be sanctioned by the Executive Vice President, with the approval of the Regional Vice Presidents concerned. Regional Championships shall be sanctioned by the Regional Vice President with approval of the Fleet Captains of two-thirds of the Fleets in the Region. Results of all sanctioned events at Regional level and higher shall be sent to the Association Secretary in form suitable for publication.

4. Rules

- 4.1. All sanctioned races shall be governed by the International Yacht Racing Rules (IYRR), the Prescriptions of US Sailing, and the By-Laws of the Association, in addition to the Sailing Instructions (SI) for the specific event.

5. Measurement Certificates

- 5.1. The Measurement Certificate (Certificate) is defined and discussed in By-Law 3. It is encouraged that every boat have a valid Certificate, and event organizers are encouraged to support measurement efforts to this end. A valid Certificate shall be regarded as a tool and an aid in maintaining the one-design integrity of the Class. A valid Certificate shall be considered strongly in determining eligibility of a boat; yet lack of a valid Certificate shall not necessarily preclude eligibility unless an event Notice of Race specifically so states or unless the lack of a valid Certificate violates the requirements of Section 11 below.

6. Regulations for Sanctioned Regattas

- 6.1. To be considered a DS class yacht and to be eligible to race, a yacht must conform to the Specifications contained in the Association By-Laws, and must display on the upper port side of the transom a currently valid DSA decal, supplied by the class Secretary at intervals determined by the Governing Board, normally annually.

- 6.2. **Member on board:** For purposes of eligibility, responsibility, records and awards, each yacht racing must have an identified Skipper aboard for all races in any event, who must be an Association Member. This must be the same person who acts as owner or owner's representative in any other applicable Rule such as IYRR 22 (1993-96).
- 6.3. The extent to which yachts are measured for any event shall be decided by the organizers of the event, usually the Fleet. Competitors shall obey all applicable Rules such as US Sailing Rule 20 (1993-96) governing measurement certificates.
- 6.4. A DS yacht shall be raced with a minimum of two persons aboard at all times. Weight jackets of any kind are prohibited. Substitution of crew members solely to take advantage of daily sailing conditions, including crew of varying weight, is prohibited.
- 6.5. Sail numbers shall be displayed as per the Specifications on the mainsail and spinnaker at all times while racing, and the DS emblem must be displayed at all times on both sides of the mainsail.
- 6.6. No dead weight shall be carried as shiftable ballast; nor shall any items aboard be used as shifting ballast.
- 6.7. Competitors shall meet all safety-related requirements of applicable Rules, such as US Sailing Rule 24 (1993-96) which relates to life-saving equipment.
- 6.8. Every Day Sailer while sailing, in a sanctioned event shall carry the following:
 - i. One paddle of minimum length 31 inches.
 - ii. Two bailing devices, scoops or buckets, with a total minimum capacity of two gallons.
 - iii. One tow line, minimum of 30 feet
 - iv. One anchor of at least 3 pounds with an attached anchor line of a length and strength suitable for the waters being sailed.
- 6.9. No sail other than approved and measured mainsail, jib and spinnaker may be used while racing. No spare or duplicate sails may be taken aboard the boat while racing; nor may any spare sail be deposited in any other boat on the racing waters. A racing DS must return to the dock if there is a sail change between sanctioned races. All sails must be set in the approved manner, each on its own proper hoist, except in an emergency.
- 6.10. While competitors are encouraged to attract new sailors to the class through crewing, use of an exceptionally well-qualified non-Member, who is clearly unlikely to join the class, solely to win races is prohibited.
- 6.11. Competitors are not restricted in the roles they assume (e.g. ,steering) during racing, except that any sailor steering the boat for any extended time or during any mark rounding or start must be a DSA Member or Family Member. Regatta organizers are encouraged to regard all crewmembers as equals for awards purposes.

7. Equipment Limitations

7.1. No DS may be used in a sanctioned event if it possesses equipment which is outside the scope of By-Law 3, Specifications and Measurements. Examples of illegal equipment include trapezes, mast rams, etc.

7.2 Sails to be used while racing shall be limited to mainsail, jib, and spinnaker, as defined in By-Law 3. No boat may use for sanctioned events more than two sets of sails.. None of these sails may be replaced more often than once every two years, except by permission of the Fleet Measurer or, in the case of the NACR, by the Class Measurer. Measurers are advised to consider exceptions in cases of damage or of clearly noncompetitive sails, but not in cases where the advantage of purchasing additional sets of sails is sought.