



Butler Invitational Regatta

Mission Bay to Oceanside



San Diego, California
 Saturday, September 3rd, 2016
 Hosted by MBYC & OYC

Sailing Instructions

MBYC Start PRO Randy Carper, 760-729-088 six
 Regatta Chair Jenee' Gillam-Ray, 619-992-688 nine
 OYC Rear Commodore Dan Avina, 760-994-596 six
 OYC Fleet Captain Paul Gadbois, 760-721-151 six

1. RULES

- 1.1. The Racing Rules of Sailing (RRS) for 2013-2016 will govern the series, including US SAILING Prescriptions, PHRF Southern California and San Diego, Class Rules and By-Laws, and these Sailing Instructions.
- 1.2. The PHRF MIR rule **is in effect for this race**. In particular, PHRF Class Rules Section 8 applies:
 - 8.2 The maximum number of MIRs allowed on board when racing in a PHRF race shall be as follows:

BOAT LOA (as noted on Rating Information)	Maximum Number of MIRs allowed
<40 feet	1
40-50 feet	2
>50 feet	3

- 8.4 A MIR may **NOT** helm another PHRF member's boat during a PHRF race, but may helm his/her own boat. A MIR who is a co-owner or charterer of a boat may **NOT** helm that boat without prior approval from PHRF.
- 1.3. Yachts racing in open waters encountering non-racing vessels shall conform to the inland rules of the road. No vessel has the right of way over a large ship in the channel.
- 1.4. When a boat sailing under the RRS meets a boat that is not, she shall comply with the International Regulations for Preventing Collisions at Sea.
- 1.5. Sail numbers on all sails flown must comply with US Sailing RRS for size, contrast, and general placement. They must also agree with the numbers indicated on the entry form.
- 1.6. A yacht shall neither make radio or mobile telephone transmissions while racing nor receive special radio or mobile telephone communications not available to all yachts regarding any aspect of this race except in an emergency.
- 1.7. Boats that go aground, get caught in kelp or need to move to avoid a vessel outlined in Section 3.4 below may use their engines provided the boat does not gain a significant advantage in the race. This modifies and includes RRS 42.3.
- 1.8. RRS 55 is changed by adding the following sentence to the rule: "However, discarding biodegradable bands when setting a sail is permitted." Racers remain responsible for compliance with all applicable state and federal laws.

2. ENTRIES

- 2.1. Yachts are entered when they have complied with the entry requirements on the Notice of Race announcement.

3. SAFETY

- 3.1. Yachts shall comply with the Race Safety Requirements listed in the Notice of Race and outlined below.
- 3.2. International Regulations for Preventing Collisions at Sea or government right-of-way rules shall replace Section 2 of RRS between sunset and sunrise.
- 3.3. Owner's responsibility for safety: notwithstanding any above safety requirements, the safety of a yacht and her crew is the sole inescapable responsibility of the owner or charterer, who must do his or her best to ensure that the yacht is fully sound, thoroughly seaworthy, and manned by an experienced crew who are physically fit to face bad weather. He or she must be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. **He or she must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is used.**
- 3.4. **NAVAL PROTECTION ZONE:** The Naval Protection Zone is a 500 yard regulated area of water surrounding all US Naval Vessels. All vessels within 500 yards of a US Naval Vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by any official patrol. **NO VESSEL IS ALLOWED WITHIN 100 YARDS OF A US NAVAL VESSEL.** These zones are permanently in effect.
- 3.5. The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge," per RRS 46, who shall ensure that the boat is seaworthy and sailed by an experienced crew with sufficient ability and experience to face bad weather. The person in charge shall be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. The person in charge shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is used.
- 3.6. The US Sailing's Safety at Sea Committee describes the gear requirements to be used on sailboats when racing. See **US Sailing Coastal Safety Equipment Requirements** for required gear (as modified by **Appendix C**) <http://www.ussailing.org/safety/equipment-and-requirements/>.
- 3.7. The Race Committee (RC) shall monitor VHF Channels 16 & 68. **Each yacht shall monitor VHF Channel 68 from the time the boat checks in with the RC until clear of the start line. Each yacht shall monitor VHF Channel 16 from that point until she finishes.** All race related communication prior to the last start will take place on VHF Channel 68. Should a yacht need to contact RC after the start, the yacht should hail the RC on VHF Channel 16; RC will then acknowledge and request the hailing yacht switch and answer on VHF Channel 68 for all non-emergency communication.
- 3.8. The USCG and Harbor Police monitor VHF Channels 9 and 16.

4. CHECK-IN

- 4.1. Eligible yachts complete their entry by checking in with the RC boat prior to the first warning signal. Yachts checking in shall pass the RC boat to starboard and hail with sail number, class, and number of crew. Check-in will be complete only when RC boat responds with that information. **RADIO CHECK-IN IS PERMITTED** at the discretion and availability of the R/C. Entries not receiving R/C confirmation via **VHF68** will need to verify their check-in with the R/C vessel prior to their Warning Signal.

5. NOTICE TO COMPETITORS

- 5.1. Notices to competitors will be posted on MBYC website prior to 0830 hours on the day of the event.

6. CHANGES IN SAILING INSTRUCTIONS

- 6.1. *Ashore:* Any change in the Sailing Instructions will be posted on the MBYC website no

later than 0900 hours on Saturday, Sept 3rd, 2016.

- 6.2. *Afloat:* Any change in the Sailing Instructions made afloat will be communicated via **VHF Channel 68** and/or loud hailer.

7. SCHEDULE

- 7.1. The race is scheduled for Saturday, Sept 3rd, 2016. Time of the **First Warning will be 11:25 hours.**

8. CLASS FLAGS

- 8.1. All skippers will provide their own Class pennant/flag and will display it from the yacht's backstay. Yachts without a backstay shall display their pennant/flag in a prominent manner near the stern.
- 8.2. Exception: The J/120 Fleet, as a one design racing fleet, need not display a flag.

CLASS	NUMERAL PENNANT
PHRF 1	Pennant 1
PHRF 2	Pennant 2
PHRF 3	Pennant 3
PHRF 4	Pennant 4
PHRF 5	Pennant 5
PHRF 6	Pennant 6
PHRF 7	Pennant 7
PHRF 8	Pennant 8
Cruising	Pennant 9
SWRF / Open	W Flag
J/120	J Flag (On RC Boat Only)

9. RACING AREA

- 9.1. The racing area is between Mission Bay entrance area, offshore La Jolla & north San Diego County and the Oceanside Pier.

10. COURSE(S)

- 10.1. All classes will sail the same course, as follows:

Start -- approximately 1 nm NW of the Mission Bay Entrance as shown in Attachment (A), leave the Mark A (Orange Tetrahedron) 1nm upwind from the start-line to starboard, Finish off Oceanside Pier (approximately 250 yards W as shown in Attachment (B))

NOTE 1: Distance for handicap purposes is **27.4 nautical miles**. Reference: US Geodetic Chart Numbers 18740 (5101) & 18772 (5107)

11. MARKS

- 11.1. **Mark A;** An orange tetrahedron will serve as the 1nm upwind mark.

12. START

- 12.1. The race will be started in accordance with RRC 26 as amended herein, in the following order.

CLASS

SWRF / Open
 PHRF 6 & 7
 PHRF 5
 PHRF 4
 PHRF 3
 PHRF 2
 J/120

PHRF 1

PHRF 8

- 12.2. The Starting Line will be between a staff displaying an Orange Flag on the RC Signal Boat at the starboard end and a yellow tetrahedron mark at the port end of the line.
 - 12.3. A distance buoy may be streamed aft of the RC boat and if present shall be considered part of the RC boat. If the Race Committee boat is damaged as a result of a boat breaking a rule, that boat shall pay for the repairs. For purposes of RRS 31.1 (Touching A Mark), this buoy is to be considered a permanent part of the starting mark.
 - 12.4. The Warning signal for each class will be five (5) minutes prior to its start. A "rolling start sequence" shall be used by the R/C. The Start of class shall be the Warning for the next class to start. The R/C may, at their discretion, add a time interval between any Class's Start Signal and the next Class's Warning Signal.
 - 12.5. Yachts whose warning signal has not been made shall avoid the starting area. Yachts not in their Warning period and observed obstructing fellow racers may be penalized by the R/C without a hearing.
 - 12.6. **The RC may eliminate or combine starts without prior notice, depending on entries.** Class pennants will indicate combined starts. As a courtesy, the RC may announce any such changes on VHF Channel 68. Failure of a yacht to hear a hail OR failure of the RC to hail shall not be grounds for redress. It is the responsibility of each yacht to watch the flags and start properly.
13. RECALLS
- 13.1. Individual recalls shall be signaled in accordance with RRS 29.1. The RC may attempt to notify premature starters either by loud hailer or **VHF Channel 68. The failure of any boat to hear her hail, the timing of the hail, and/or the order of the hail Shall Not be grounds for redress. This changes RRS 62.1.**
 - 13.2. General Recalls will be pursuant to RRS 29.2:
*"When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, **the race committee may signal a general recall (display the First Substitute with two sounds)**. The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start."*
 - 13.3. Failure of a yacht to hear a hail OR failure of the RC to hail shall not be grounds for redress. It is the responsibility of each yacht to start properly.
14. WITHDRAWAL
- 14.1. A yacht that retires from the race must notify the R/C before leaving the course or call the R/C on VHF68 or **858-335-1822**, MBYC at 858-488-0501, or OYC at **760-586-6902 or 760-722-5751**. Failure to do this shall result in disqualification from this race and possible rejection of entry for subsequent races.
15. FINISH
- 15.1. When the lead yacht of the leading class is within two hours of finishing, she is requested to so advise the RC via VHF68 or OYC Fleet Captain Paul Gadbois (760) 721-1516.
 - 15.2. The finish area shall be approximately 250 yards SW of the Oceanside Pier.
 - 15.3. The Finish Line shall be between a staff displaying an orange flag on the RC boat at the port end and a **yellow tetrahedron on the starboard end** *(or south end of the Oceanside Pier if a mark is not present. **If no finish mark is present pass within 3-5 boat lengths from the R/C boat**)*. A proper finish will leave the RC boat to port. See Attachment B.
 - 15.4. If, for any reason, the RC boat is not on station at the finish, yachts shall record their own finish time when they are directly West of Oceanside Pier and within 250 yards, bearing 220° magnetic (aligned with the length of the Oceanside Pier). Times so taken must be **corrected to GPS time** and reported to the OYC R/C through the OYC front office **760-722-5751 or**

760-586-6902, No later than 1930 hours.

- 15.5. Finishers should note sail numbers and finish times of other yachts finishing at approximately the same time.
16. TIME LIMIT
 - 16.1. **Boats finishing after 1900 hours will be scored Did Not Finish (DNF)**. This modifies RRS 35.
17. PROTESTS
 - 17.1. Protests shall be initiated in compliance with RRS 61, except as amended by these Sailing Instructions.
 - 17.2. Protest flags shall be displayed from the backstay. On yachts that have no backstays, the protest flag will be displayed in a prominent position on the stern.
 - 17.3. Protesting yachts *shall notify the RC boat before leaving the racing area* of their intention to file a protest, including the name and/or sail number of the boat(s) being protested, and receive RC acknowledgement.
 - 17.4. **Protests must be filed within one hour of the RC boat docking time** which will be posted prominently in the bar and Notice Board upstairs at OYC.
 - 17.5. If the RC finish boat is not on station, finishing or retiring yachts shall lodge protests at the OYC Bar by 2000 hours the day of the race (8:00pm).
 - 17.6. Protests must be written and preferably on a US Sailing
 - 17.7. Notice of protest and yachts involved including names of witnesses, if known, and the schedule of hearings will be posted on the RC Bulletin Board adjacent to the OYC Bar within 30 minutes after the protest time ends.
 - 17.8. Protests will be heard in the approximate order of receipt immediately following the race or at a later date and time as coordinated by the Protest Chairman
18. PROTEST ARBITRATION
 - 18.1. If a US Sailing judge is available, that judge will first review protests. The parties involved may volunteer for an arbitration hearing. If the participants unanimously agree on a resolution of the protest in not more than fifteen minutes, no protest meeting will be held. If the arbitration hearing participants agree that the protested or protesting yacht infringed a rule, then the judge will penalize the infringing yacht by: (1) a 20% place penalty or (2) a disqualification. An arbitration hearing will not be reopened; the rulings are not subject to redress per RRS 62. If the arbitration hearing fails to resolve the protest, the protest will be heard as soon as possible.
19. PENALTIES:
 - 19.1. **RRS 44: PENALTIES AT THE TIME OF AN INCIDENT will NOT be changed for this race.**
20. SCORING
 - 20.1. This is a PHRF San Diego Annual Championship Series event. Only those yachts sailing under a PHRF San Diego Rating Certificate will have this race scored for the Annual Series.
 - 20.2. PHRF Random Leg ratings (RLC) will be used to score this race, including their Area G time allowances. PHRF Classes shall be handicapped using the 2016 Class Breaks.
 - 20.3. Scoring shall utilize the Low-Point method.
 - 20.4. A boat which is OCS within one minute of her start time, and does not return to re-start properly, will have 1:00 hour added to her corrected finish time. Boats OCS more than one minute prior to their start who do not return to start properly will be scored DNS.
 - 20.5. Boats will enter with their PHRFSD rating if they have one. PHRF entries with only PHRF Southern California ratings will be scored using PHRF Southern California RLC ratings.
 - 20.6. Identical boats will use the PHRF San Diego rating if any boat uses the PHRF San Diego rating.
 - 20.7. **The OPEN class will be scored using ratings assigned by Southwestern Yacht Club.**
 - 20.8. PHRF Class 2 will be split into two Fleets for scoring purposes.
 - 19.6.1. Fleet A PHRF -9 through 57

19.6.2. Fleet B PHRF 60 through 120

21. PRIZES

21.1. The membership of MBYC & OYC invites all participants to enjoy the hospitality of the OYC Clubhouse after the race.

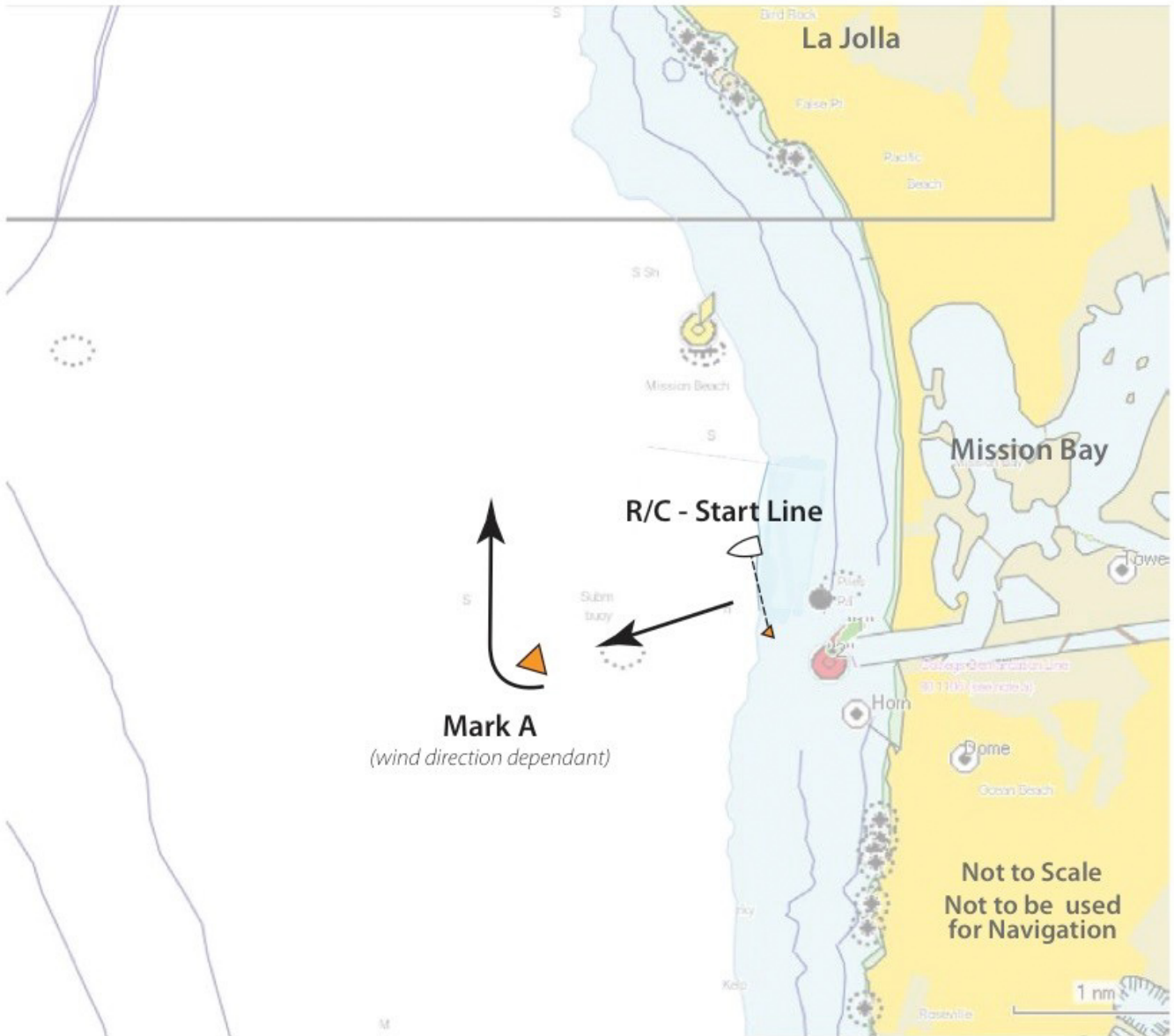
21.2. Trophies will be awarded at OYC Bar area as soon as possible following the day's racing.

22. FURTHER INFORMATION

21.1. Regatta Chair MBYC Jenee' Gillam-Ray 619-992-6889

21.2. Rear Commodore, OYC Dan Avina 760-994-5966

Appendix A
- Start Area Detail -
Butler Regatta
Mission Bay to Oceanside
MBYC • OYC



Appendix B
- Finish Detail -
Butler Regatta
Mission Bay to Oceanside
MBYC • OYC



Appendix C

US Sailing **Coastal Safety Equipment** is required for in addition to all required USCG boating requirements.

USS Coastal Requirements can be found here:

<http://www.ussailing.org/safety/equipment-and-requirements/>

The following relief is granted from the Coastal Equipment Requirements:

- 2.1.2 – Hatch tethers** *not required but recommend (hatch/companionway covers required: currently installed hatches satisfactory if they provide protection from water entering the boat)*
- 2.4.4 – Lifelines –lifelines are required** *existing installation is satisfactory*
- 2.5.1 – Primary operating bilge pump required:** *currently installed bilge pump/switching/drainage/capacity satisfactory*
- 3. – Personal & Deck Emergency equipment requirement: all listed items required onboard**
 - 3.1.2 – PFD Crotch/leg straps** *not required but recommended*
 - 3.1.2 – Boat/crewmember names & reflective tape** *not required but recommended*
 - 3.1.4 – Safety Harness & Tether:** *It is recommended that each crewmember have a safety harness and compatible safety tether with a snap hook at its far end and a means to quickly disconnect the tether at the chest end.*
 - 3.6.1 – Orange smoke flares** *not required but USCG certified recommended*
 - 3.6.2 – Parachute flares** *not required but USCG certified recommended*
 - 3.6.3 – Hand-held flares required:** *non-expired USCG certification is satisfactory (SOLAS certification recommended). All yachts must meet the USCG onboard hand- held flare requirements*
 - 3.7.1 – Man overboard (MOB) rescue device required:** *self-igniting lighting required. Only one self-igniting light for man-over-board rescue device required per vessel.*
 - 3.7.2 – MOB pole with self-igniting light required - drogue chute** *not required but recommended*
 - 3.8.1 – VHF marine radio required:** *DCS capability recommended (currently installed radio/location/switching in proper operating condition satisfactory)*
 - 3.8.2 – Handheld backup VHF radio required:** *DCS capability recommended*
 - 3.16.2 – EPIRB/PLB** *not required but recommended*
 - 3.18 – Depth Sounder required** *current installation satisfactory*
 - 3.22 – Emergency plugs all thru-hulls required on board** - *soft plugs not required but recommended (existing hard or soft plugs satisfactory)*
 - 3.27 – One (1) two-gallon bucket required** *2nd bucket recommended*
 - 3.31 – All specified Gear Identification** *not required but recommended*
 - 3.33 – Boats shall have a means to reduce main sail area** *(currently used method & reduction percentage satisfactory)*
- 4.3.2 – Safety at Sea training** *not required but highly recommended*

Note that MBYC intends to provide relief from USS Coastal Gear Requirements for 2016 to permit skippers to bring their yachts into full compliance by the 2017.