



## **CORONADO CAYS YACHT CLUB 2013 WINTER CLASSIC SERIES**

**Saturday, December 7, 2013**

**Sunday January 19, 2014**

**Sunday February 9, 2014**

**Sunday February 23, 2014**

**updated 11/18/2013**

[https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=7562](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=7562)

**ELIGIBILITY:** This is an open racing series in which all members of recognized yacht clubs, or sailing organizations, are eligible to compete. The Race entry form is on line, electronic registration. For any problems, you can email me at [ccycsail@gmail.com](mailto:ccycsail@gmail.com) or call Darrell McNurlan 619-992-3487 Please be sure your email address is current.

A nominal entry fee of \$30.00 is required from non-CCYC members for the 4 race series, (payment is required at time of registration), payment can also be paid at CCYC at the front desk, prior to (February 9) the 2<sup>nd</sup> Series Race, if they wish to be eligible to receive one of the trophy awards. Boats racing after the close date will not be scored. All participants must submit and fill out the electronic form is giving consent to race.

Race Entry is at CCYC.ORG, sailing link tab, or at: <http://www.regattanetwork.com/html/calendar.php> A link can also be found at the top of this page. Provide the Race Committee (R/C) with the owner's or skipper's name, the vessel's name, make and model, sail number, and its PHRF Handicap (if known). If accurate handicap information is not known, the R/C will assign an interim, temporary handicap, which will be equal to the rating assigned to a similar boat by (i) PHRF-San Diego, (ii) in the absence of a PHRF-San Diego; PHRF-Southern California, or (iii) in the absence of PHRF-San Diego and PHRF-Southern California; USSA PHRF. Each participant must comply with all of the rules and safety provisions in the "Sailing Instructions".

**STARTING and RACING AREAS:** All CCYC Classic and Beer Can Races are started in the forebay on the north side of the Coronado Cays Yacht Club, and proceed, through the dredged Coronado Cays Channel, into the greater San Diego South Bay. In fact, some courses extend under the San Diego-Coronado Bay Bridge and into the North Bay. The Start-Finish Line extends between an Orange Flag, on shore, and a small white buoy (the "CCYC Home Buoy") in the forebay. The prevailing wind directions, restricted starting area and narrow exit channel dictate that most starts will be on Port Tack, and that several unique safety rules and procedures are required. These are covered in the Sailing Instructions.

# SAILING INSTRUCTIONS

Coronado Cays Yacht Club (CCYC) Classic Races shall be sailed under the general rules and regulations listed below, as well as under the specific sailing instructions listed under the following titled sections.

**GENERAL RULES and REGULATIONS:** In cases of conflicts between these general rules and regulations, those listed lower, or later, shall supersede those listed above or before them.

1. "The Racing Rules of Sailing" (RRS), 2009-2012, (2013 when printed) United States Sailing Association.
2. By-laws, Class Rules and Handicaps of PHRF Southern California and PHRF San Diego.
3. These Sailing Instructions.
4. Decisions and Instructions of the CCYC Sail Fleet Captain and the CCYC Race Committee (R/C).
5. **Vessels maneuvering in the forebay, prior to their Preparatory Signals (> 3 minutes to their start times) shall keep clear of other vessels that are in their Preparatory Sequence. This means, your boat should not be in the area of B dock to the start line or be on the other side of starting line.**
6. Given the prevailing wind conditions it is likely that the start will be a port reach, and vessels are advised to avoid barging as this increases the likelihood of a collision, which may be penalized by disqualification. Vessels must cross the starting line between the CCYC Club Buoy (the "Pin") and the Orange Flag on the CCYC Flag Deck. Finishing vessels must cross the finish line between the Home Buoy and the Orange Flag on the CCYC Flag Deck.
7. To avoid premature ("On Course Side" or OCS) starts, vessels may make delaying maneuvers only if they can do so without interfering with other vessels. The racing rules apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. Rule 21.1 states that "A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to start or to comply with rule 30.1 shall keep clear of a boat not doing so until she is completely on the pre-start side." If early for the start, TAKE THE SAFE WAY OUT! CROSS THE START LINE EARLY! Penalties for OCS starts are discussed, below, under "PROTESTS and PENALTIES".
8. A boat shall start, leave each mark on the required side in the correct order, and finish so that a string representing her track after starting and until finishing would when drawn taut:
  - (a) pass each mark on the required side,
  - (b) touch each rounding mark, and
  - (c) pass between the marks of a gate from the direction of the previous mark.

She may correct any errors to comply with this rule. After finishing she need not cross the finishing line completely. R/C will score a non-complying vessel a "Did not Finish, or DNF, or upon the request of the captain of the offending vessel, the vessel can be scored "Retired After Finishing" or RAF. Racers shall notify the race committee if the boat drops out of the race early, by VHF ch.69 or by hailing race committee member.

9. Racing vessels encountering non-racing vessels shall maneuver in conformance with U.S. Coast Guard "Navigation Rules, International-Inland".
10. Racing vessels must not operate their engines within four (4) minutes of their starting signals. Vessels violating this rule are subject to being scored as DNS.
11. When departing or entering the Cays, via the dredged and very restricted Coronado Cays Channel Rule 19.2 Giving Room at an Obstruction and Rule 20 Room to Tack at an Obstruction apply:
  - a. At obstructions, give way to the "inside" (endangered) boat, whether it is propelled by muscle, wind or engine power. Always assume that the endangered vessel has the "right of way" when they claim that they need room or have no place to go.
  - b. If you require room at an obstruction you must call for room, and you must give time for the vessel hailed to respond. The vessel hailed is required to give room. When the hailed boat responds, the hailing boat shall tack as soon as possible.

- c. Rule 19.2 (c) Giving Room at an Obstruction states, “While boats are passing a continuing obstruction, if a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction and, at the moment the overlap begins, there is not room for her to pass between them, she is not entitled to room”. Do not create an overlap condition when there is no room to pass between the windward vessel and the obstruction.
- d. Give notice of your intention to tack in the Cays Channel between Channel Markers No. 13 and No.7. While Rule 10 Right of Way on Opposite Tacks applies, all vessels must take all actions necessary to avoid collisions or groundings in this channel (Rule 14 Avoiding Contact).
- e. Racing vessels must pass all Coronado Cays Channel Markers on the Channel side.

**PRE-START SIGNALS:** The Orange Flag, flying from the CCYC Flag Deck, marks the on-shore end of the start-finish line. It also signifies that the Race Committee (R/C) is on duty. All starting signals shall be made at this location. A three-section signboard, near the Orange Flag, will show the courses selected for the day’s races. The Spinnaker Fleet (the “1” Fleet) course is displayed on the left panel, while Non-Spinnaker Fleets (Fleets “2” and “3”) courses are displayed on the center and right panels, respectively (when viewed from the water). Course Numbers will be displayed for each Fleet by the Preparatory Signal for that fleet. If two fleets are to sail the same course, duplicate course numbers will be displayed on the appropriate panels.

- a. Code Flag “L” (Lima”) means, “Come within Hail” (an Amendment to the Sailing Instructions, or previously signaled course selections, will be communicated by the R/C). See Note 3, in the next section.
- b. Two (2) Horn Signals, accompanied by the Answering Pennant (A-P) signifies that all races not yet started are postponed. Come within hail to receive further instructions.

**STARTING SEQUENCE and SIGNALS:**

**VHF Ch-69**

Class	Flag & Sound	Class Flag	Time
***	Courtesy horn	#4	11:39 am
Multi Hull Class 4	Warning Signal (Horn & Class Flag Up)		11:40 am
	Preparatory Signal (Horn & “P” Flag Up)		11:41 am
	One-minute (Long Horn & “P” Flag Down)		11:44 am
	Starting Signal Fleet (Horn & Class Flag Down)		11:45 am
***	Courtesy horn		11:54 am
Spinnaker Class “1”: (All PHRF ratings)	Warning Signal (Horn & Class Flag Up)	#1	11:55 am
	Preparatory Signal (Horn & “P” Flag Up)		11:56 am
	One-minute (Long Horn & “P” Flag Down)		11:59 am
	Starting Signal Fleet (Horn & Class Flag Down)		12:00 pm
Non-Spinnaker Class “2”: (PHRF rating to 171)	Preparatory Signal (Horn & “P” Flag Up)	#2	12:01 pm
	One-minute (Long Horn & “P” Flag Down)		12:04 pm
	Starting Signal (Horn & Class Flag Down)		12:05 pm
Non-Spinnaker Class “3”: (PHRF rating 174 & up)	Preparatory Signal (Horn & “P” Flag Up)	#3	12:06 pm
	One-minute (Long Horn & “P” Flag Down)		12:09 pm
	Starting Signal (Horn & Class Flag Down)		12:10 pm

Note 1. As a courtesy, the R/C will normally alert all vessels of the impending Starting Sequence by sounding four (4) horn blasts one minute before the Warning Signal. The official timed starting signals are the hoisting of the colored cones rather than the horn sounds.

Note 2. Each participating vessel will fly from their back stay, or in the absence of a back stay at the end of their boom, the identifying flag for their class.

Note 3. If there is insufficient wind, or there are other problems to be resolved, the starting sequence may be postponed, as signaled by two (2) horn blasts, with the hoisting of the Answering Pennant (AP). If this occurs, the entire starting sequence, for fleets not yet started, will be stopped and repeated, including the four alert horns, when racing is resumed.

**SCORING:** This series will be scored using the Low Point Scoring System of RRS, Appendix A,  **Series Longer Than A Regatta (RRS A9 Applies) DNC Method For Registrants After Series Has Started: plus 1**

**PROTESTS and PENALTIES:** By tradition, formal protests are not allowed in CCYC Classic Races. However, racing skippers are expected to familiarize themselves with the right-of-way rules of the RRS, and to sail in accordance with these rules. Amateur sailboat racing is highly touted as a “Corinthian” Sport, you should obtain a current copy of the RRS (available at most marine chandleries or free to U.S. Sailing Members) and do your best to sail in compliance with them. If conflicts arise, on the racecourse, the involved parties should discuss the issue, after the race, to determine if a better understanding of the issue can be reached. If questions still exist, either or both parties should discuss the problem with the Sail Fleet Captain, or another experienced racing sailor, to pursue a more complete understanding of the rules.

If you realize that you have committed a rules violation, you need not drop out and take a DNF or RAF. You may, instead, absolve yourself by utilizing the “alternative penalty” procedure spelled out in the RRS. For touching a Mark, or not complying with a “right-of-way or *minor* course infraction, a yacht may sail clear and then execute a 360° penalty turn (including one tack and one gybe). (The RRS prescribes a 360° turn for hitting a mark, and a 720° turn for violating a right-of-way rule, but San Diego Area Yacht Clubs, including CCYC, specify only a single (360°) turn for both types of penalties.) (Note: A *minor* course infraction is a mark rounding or passing error that does not significantly shorten the course distance sailed by the offending vessel.) If an infraction is committed before or during the start, the offending vessel must cross the starting line and get completely clear of all racing vessels, before completing its penalty turn. This penalty turn, and that for any other foul committed within the Coronado Cays starting forebay, must be completed before finishing and before passing Cays Channel Marker No. 13. If the violation occurs during a spinnaker leg, the offending vessel may wait until after the spinnaker is “doused”, at the next leeward mark, and make its penalty turn after rounding that mark and sailing clear. (If this is the last downwind leg, the penalty turn must be executed before crossing the finish line.) Rule 21.2 states “a boat taking a penalty shall keep clear of one that is not.” When rule 21.2 applies, the Section A – Right of Way rules do not apply. Thus, Rule 21.2 prevails over Rule 10 On Opposite Tacks, Rule 11 On the Same Tack, Overlapped, Rule 12 On the Same Tack, Not Overlapped, and Rule 13 While Tacking. R/C reserves the right to disqualify a vessel that has violated any of the rules governing this event.

Penalties for premature (“On Course Side”, or “OCS”) starts, will be assessed by the R/C, as follows:

- |  |                   |
|--|-------------------|
| 1. Less than one (1) boat length over:                           | One (1) Minute    |
| 2. More than one (1), but less than two (2) boat lengths over:   | Two (2) Minutes   |
| 3. More than two (2), but less than three (3) boat lengths over: | Three (3) Minutes |

If two or more boats are more than three boat lengths OCS, the R/C may attempt to signal a general postponement and re-start, as appropriate. To avoid these severe OCS penalties, vessels may make pre-start delaying maneuvers, or, if over early, may return behind the line to re-start, only if they can do so without interfering with other vessels. A vessel returning to re-start, or executing a penalty turn, has no rights, under the RRS, and, therefore, must keep clear of all other vessels. The penalty for non-compliance with these rules, or any collision with other vessels, may include disqualification (possibly of both boats involved) by the R/C.

**RESPONSIBILITY for SAFETY:** Each competitor is required to have on-board and easily accessible, a USCG approved Type I, II, III or IV wearable PFD, with a whistle attached, for each person on-board. It is the responsibility of each owner and skipper to determine that the boat is safe to sail and that the crew is prepared, and properly outfitted and equipped to sail it safely in each racing situation. Owners are also required to obtain

and maintain the appropriate Personal Injury and Liability Insurance. The responsibility for a boat's decision to participate in a race or to continue racing is his/hers alone.

**COURSES:** Different courses may be sailed in the CCYC Classic Races, as shown on the Course Table titled, Refer to "U.S.-West Coast-California-San Diego Bay Chart No. 18773 for the general San Diego Bay and course layout, and the locations of the identified Government maintained Channel Markers used as Racing Marks. Be sure you have the current version, check with the race committee if you are not sure.