



# SWYC/CRA MIDWINTER REGATTA

Saturday, Feb. 20, 2021

Sunday, Feb. 21, 2021

Coronado Roads Near Ocean Course

## SAILING INSTRUCTIONS



Regatta Co-Chairs:

Bill Ramacciotti

[bramacciotti@hotmail.com](mailto:bramacciotti@hotmail.com)

Colleen Cooke

[sailorcookie@cox.net](mailto:sailorcookie@cox.net)

Principal Race Officer:

Colleen Cooke

[sailorcookie@cox.net](mailto:sailorcookie@cox.net)

Protest Chair:

Charles Campbell

[Protests@southwesternyc.org](mailto:Protests@southwesternyc.org)

Race Management Chair:

Keith Robertson

[RCChair@southwesternyc.org](mailto:RCChair@southwesternyc.org)

### 1 RULES

- 1.1 Local Advisory: All competitors are asked to observe USCG Navigational Rule 9, which in part reads "A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway." RRS 60.2, 63.1, and A5 are modified to add that the Race Committee (RC) may disqualify a boat infringing this instruction without a hearing. RRS 90.3 is modified to add that this disqualification shall not be excluded.
- 1.2 [DP] NAVAL and CRUISE SHIP PROTECTION ZONE: The Naval and Cruise Ship Protection Zone is a 500yard regulated area of water surrounding all US Naval and Cruise Ship Vessels. All vessels within 500 yards of such vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by an official patrol. No vessel is allowed within 100 yards of Naval and Cruise Ship traffic.
- 1.3 Entry into the NAS North Island Security Zones around Pier Bravo ([CFR 165.1105](#)) and the aircraft carrier turning basin ([CFR 165.1104](#)) is prohibited.
- 1.4 Boats racing encountering non-racing vessels shall conform to the inland rules of the road.
- 1.5 Per RRS 42.3(i), competitors may use an engine or other propulsion method to avoid situations in SI 1.1 or 1.2 provided they gain no significant advantage in the race.
- 1.6 If the Race Committee boat is damaged as a result of a boat breaking a rule, that boat shall pay for the repairs.
- 1.7 Sailing Instructions 1.1, 7.4, 11.5, 12.3, 13.2, 16.1, 17.2, 18.1, and 19.4 modify the RRS.

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 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.
- 2.2 In accordance with RRS 90.2 (c), oral changes to the Sailing Instructions may be made on the water. A change is in effect when the Race Committee (RC) signal boat displays Flag L over A with one sound signal. This means come within hail of the RC boat to receive the oral changes to the Sailing Instructions.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Official notices and amendments will be available online through the [EVENT NOTICE BOARD](#) on this event's page on both the [CRA](#) and [SWYC](#) websites.
- 3.2 On the water, the RC will monitor and communicate with competitors on VHF radio channel 68. Please contact them to notify of a boat's intent to withdraw from racing per SI 20.1.
- 3.3 [DP] Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile phones.
- 3.4 **In the event of an on-the-water emergency, contact the US Coast Guard on VHF Channel 16 directly and immediately.**

### 4 CODE OF CONDUCT

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

## **5 SIGNALS MADE ASHORE**

- 5.1 Signals made ashore will be displayed from the flagpole on the SW deck of the SWYC clubhouse and posted on the online [EVENT NOTICE BOARD](#).
- 5.2 Flag **E** with one sound means inclement weather is expected and racing will be restricted to the Bay Courses on Attachment B of these SIs.

## **6 SCHEDULE OF RACES**

- 6.1 A maximum of five races are scheduled for all classes except non-spinnaker boats.
- 6.2 The non-spin class entries will sail one long race each day, starting in the ocean and ending in San Diego Bay.
- 6.3 The scheduled time of the warning signal for the first race for the first class each day is **1155 PST GPS**.
- 6.4 The RC will display Flag **A** at the end of a race to indicate there are no more races that day.

## **7 ENTRIES & CHECK-IN**

- 7.1 Boats will have completed their entry when they check-in with and are acknowledged by the RC while clearly displaying their sail number, class pennant, and all crew members are wearing face coverings.
- 7.2 Check-in will commence when Flag **L** is hoisted. Boats checking in shall pass the RC boat to starboard and hail with sail number and class. Check-in will be complete only when RC boat responds with that information.
- 7.3 There will be no radio check-in. Visual check-in may continue after the first warning at the sole discretion of the RC (but not within one minute of any start).
- 7.4 [DP] All boats shall have clearly visible sail numbers. Missing, improper, inconsistent, unclear, illegible, or numbers other than those used for check-in, are not permitted and may result in being scored DNF. RRS 60.2, 63.1, and A5 are modified to add that the RC may disqualify a boat infringing this instruction without a hearing.

## **8 CLASSES, CLASS FLAGS AND STARTING ORDER**

- 8.1 Official class breaks, class flags and starting order will be posted as an amendment to these SIs and shown on the [EVENT NOTICE BOARD](#) on this event's page on both the [CRA](#) and [SWYC](#) websites. This changes the NoR.
- 8.2 The RC may cancel or combine starts, or start classes of boats while other classes are still finishing. It is the responsibility of a boat to start at her signaled start time. You may expect a gap of at least one minute between starting sequences.

## **9 RACING AREA**

- 9.1 The starting area each day will be approximately 1.5 nautical miles from Zuniga Light "Z" on an approximate compass bearing of 120° magnetic.
- 9.2 The racing area covers the general locale known as the Coronado Roads, Near Ocean Course.
- 9.3 In the event of inclement weather when the RC has signaled racing will be restricted to the Bay Courses, the racing area will be in North San Diego Bay.
- 9.4 The starting area for the Bay Courses is in the vicinity of the half-mile marker, mid-Harbor Island.

## **10 COURSES**

- 10.1 Courses for Spinnaker classes in the Ocean Racing Area shall be windward/leeward and will be selected from the course table shown on Attachment **A**.
- 10.2 Courses for the Non-Spinnaker class starting in the Ocean Racing Area will be posted in an amendment to the SIs. Courses for the Non-Spinnaker class starting in the Bay Racing Area will be selected from the same course chart as the Spinnaker classes.
- 10.3 If the Bay Racing Area is used, the course numbers will be listed on course boards displayed from the RC boat indicating the course to be used as described in Attachment **B**.

## **11 MARKS**

- 11.1 For the Ocean Racing Area, the windward mark shall be an orange tetrahedron buoy located on the approximate compass bearing displayed from the RC boat. The leeward mark shall be an orange tetrahedron buoy located approximately 100 yards to windward of the start line.
- 11.2 New marks, as provided in SI 14, will be yellow tetrahedrons.
- 11.3 The windward and leeward marks shall be rounded to port.
- 11.4 For the Bay Racing Area, all marks will be channel buoys or tetrahedron buoys, as designated in Attachment **B**. All marks listed are considered rounding marks.

- 11.5 The use of an autonomous mark will not be grounds for redress. Routine movement of autonomous marks will not be grounds for redress. This includes minor readjustments and marks returning to station after having been pushed away by a competitor. This modifies RRS 62.1(a).

## 12 THE START

- 12.1 The starting line is between a staff with an orange flag on the RC vessel at the starboard end and the course side of an orange autonomous or yellow tetrahedron mark near the RC boat at the port end.
- 12.2 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes. Otherwise, this may be seen as a breach of RRS 23.1.
- 12.3 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.4 As a courtesy, one minute prior to the first warning the RC will sound 4 horn blasts.

## 13 RECALLS

- 13.1 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will hail her sail number as soon as possible over a loud hailer and/or on VHF 68. It is the responsibility of each boat to start properly.
- 13.2 Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 13.3 A RC assist vessel may be stationed near the Pin Buoy end of the starting line and is also authorized to identify and hail premature starters.

## 14 CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1 To change the next leg of the course, the race committee will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## 15 THE FINISH

- 15.1 In the Ocean Racing Area, when finishing to leeward, the finish line will be between the course side of an orange autonomous or yellow tetrahedron mark and a staff displaying an orange flag on the RC boat, leaving the RC boat to starboard. Should the mark not be present, boats are to pass close (within 30 yards) to the RC boat leaving the RC boat to starboard.
- 15.2 In the Ocean Racing Area, when finishing to weather, the finish line will be approximately 100 yards beyond the weather mark. The finish line will be between the course side of an orange autonomous or yellow tetrahedron mark and a staff displaying an orange flag on the RC boat, leaving the RC boat to starboard. Should the mark not be present, boats are to pass close (within 30 yards) to the RC boat leaving the RC boat to starboard.
- 15.3 In the Bay Racing Area, the finish line will lie between a staff displaying an orange flag on the RC boat and a nearby buoy ("A" Mark). In the event that the "A" mark is missing, boats may finish by passing on either side of the RC, within 3 boat lengths. Boats finishing during a "Start Sequence" will finish between the RC boat and Harbor Island.

## 16 PENALTY SYSTEM

- 16.1 RRS V1, Penalty at the Time of the Incident, shall apply: *"The first two sentences of Rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or Rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'"*
- 16.2 RRS V2, Penalty Taken After a Race, shall apply: *"After a race, a boat that may have broken one or more rules of part 2 or Rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to a race officer that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun."*

## 17 TIME LIMIT

- 17.1 If no boat in a class has finished by **1630 PST GPS** on the day of the race, the race will be abandoned for that class.
- 17.2 Boats failing to finish within 15 minutes after the first boat in their class sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4, and A5.

## 18 PROTESTS

- 18.1 RRS 61 is modified to add this additional requirement: A boat intending to protest shall report her intentions and the boat(s) being protested to the RC boat on station upon finishing or retiring and obtain RC acknowledgment. Radio reports of protests are only accepted from boats that are retiring from the race.
- 18.2 As there is no postrace party this month, protests shall be filed electronically to [Protests@southwesternyc.org](mailto:Protests@southwesternyc.org) within 90 minutes of the docking of the RC signal boat. The Protest Time Limit will be posted on the [EVENT NOTICE BOARD](#).
- 18.3 The parties involved will be listed, in the order of filing, on the [EVENT NOTICE BOARD](#) and protests will be heard as soon as practicable, which will be at a later date and may involve Zoom. This posting constitutes the notice required by RRS 63.2, *Time and Place of the Hearing*.
- 18.4 An arbitration meeting may be held prior to a protest hearing according to RRS Appendix T for breaches of the rules of Part 2 or rule 31 where there is no damage or injury, if a USSA Certified Judge is available. Protests not resolved through arbitration will be referred to the Protest Committee for a hearing.

## 19 SCORING

- 19.1 When 5 races have been completed, a boat's series score is the total of her race scores excluding her worst score.
- 19.2 For the Ocean Racing Area, the PHRF "Buoy" ratings will be used for scoring windward/leeward races.
- 19.3 For the Bay Racing Area, PHRF "RLC" ratings will be used as the default for scoring all races. However, the PRO may elect, on a race-by-race basis for each class, to use the "Buoy" ratings, should conditions permit. Courses signaled with a "B" designation will indicate buoy ratings are expected, but the final decision will be determined based on actual race conditions.
- 19.4 The PRO's decision regarding the rating assigned will not be grounds for redress. This modifies RRS 62.1 (a).

## 20 SAFETY REGULATIONS

- 20.1 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Informing the RC can be accomplished by either (a) sailing (motoring) past the RC vessel OR (b) radioing the RC vessel (VHF 68).
- 20.2 Notwithstanding any safety requirements, the ultimate safety of a boat and her crew is the sole and inescapable responsibility of the owner or charterer. He/she must do his/her best to ensure that the boat is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He/she must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed, and that crewmembers know where it is stowed and how it is used.

## 21 RACE RESULTS & TROPHY AWARDS

- 21.1 Race results will be published on the [EVENT NOTICE BOARD](#) on this event's page on both the [CRA](#) and [SWYC](#) websites. No official after race party this month due to COVID pandemic.
- 21.2 Regatta prizes will be awarded using the listed procedure: one prize in each class of 2 - 4 boats, two prizes for 5 - 7 boats, three prizes for 8 or more, based on the number of starters in the class. Prize winners will be notified separately where to pick up their awards.

## 22 DISCLAIMER OF LIABILITY

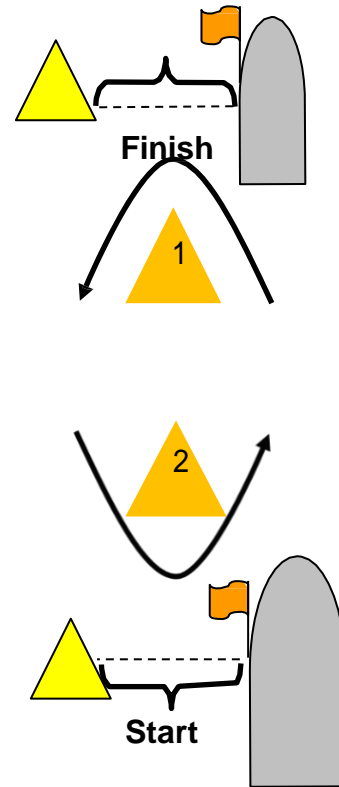
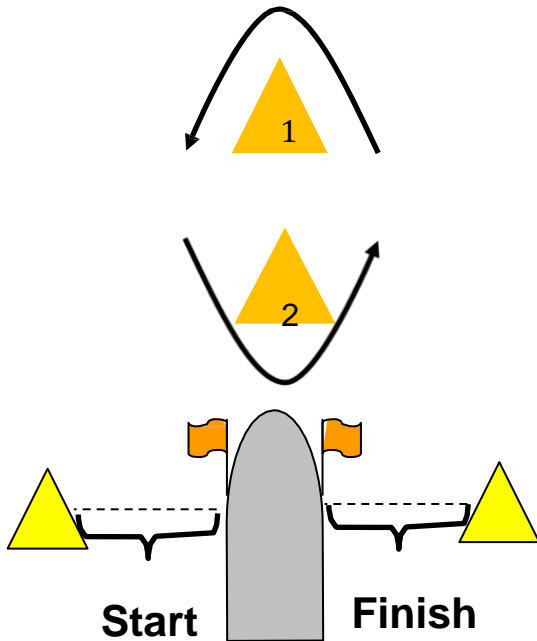
Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event participate entirely at their own risk. See RRS 3, *Decision to Race*. The race organizers (CRA, SWYC, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. As a condition of their participation in this regatta, competitors release all claims they may have against CRA or SWYC and its officers, directors, members, committees and employees for damage to property, personal injury or death sustained in conjunction with or prior to, during or after the regatta. Competitors shall be responsible for damage or injury caused by their breach of The Racing Rules of Sailing or applicable governmental rules for the avoidance of collision.

## 23 FURTHER INFORMATION

Event Co-Chairs: Bill Ramacciotti [bramacciotti@hotmail.com](mailto:bramacciotti@hotmail.com)  
Colleen Cooke [sailorcookie@cox.net](mailto:sailorcookie@cox.net) (619)852-5010

## Attachment A – Ocean Courses

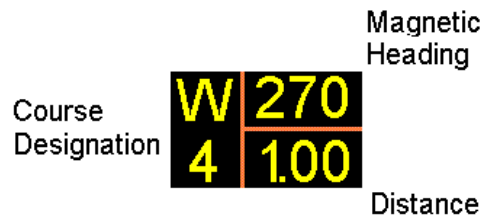
<i>Course *</i>	<i>Marks</i>	<i>Course **</i>	<i>Marks</i>
W2	Start, 1, Finish	W3	Start, 1,2, Finish
W4	Start, 1,2,1, Finish	W5	Start, 1,2,1,2, Finish
W6	Start, 1,2,1,2,1, Finish	W7	Start, 1,2,1,2,1,2, Finish
W8	Start, 1,2,1,2,1,2,1, Finish	W9	Start, 1,2,1,2,1,2,1,2, Finish



\* When the start and finish is behind the leeward mark the distance between the leeward mark and start/finish will be added to the total distance for courses W2, W4, W6, and W8 for the purpose of scoring.

\*\* When the start is behind the leeward mark and the finish is beyond the windward mark, these distances will be added to the total distance for courses W3, W5, W7, and W9 for the purpose of scoring.

### Course, Heading, & Distance Placard Illustration



## ATTACHMENT B – BAY COURSES

All races start and finish at "A". Marks are to be rounded to port unless they are followed by "s". Marks followed by "s" are to be rounded to starboard. Distances are calculated from current charts and are subject to change due to occasional buoy repositioning by the US Coast Guard.

Course #	Marks						Handicap Distance	Course #	Marks						Handicap Distance
1	X	21					2.0	68	20	24	Z			5.8	
2	X	20	21				2.2	69	20	FM19	20	23	Z	6.9	
3	X	FM19					2.4	70	20	26	Z				8.6
4	X	20	FM19				2.6	71	20	26A	Z				9.3
5	X	19	21	FM19			3.2								
6	X	Z					3.4	72	X	18	Z				4.3
7	X	FM19	20	21			3.8	73	X	14	Z				6.9
8	X	22					3.9	74	X	16A	Z	X	Z		9.0
9	X	21	X	21			4.0	75	X	9	Z				9.4
10	X	20	22	FM19			4.2	76	X	9	22	Z			10.3
11	X	22	Z				4.4	77	X	11	Z	X	Z		11.8
12	X	20	FM19	X	21		4.6	78	X	11	FM19	X	Z		10.9
13	X	FM19	X	FM19			4.8	79	X	5	Z				11.9
14	X	23					5.1	80	X	5	22	Z			12.9
15	X	23	FM19				5.3	81	X	9	Z	X	Z		12.8
16	X	23	Z				5.5	82	X	18	22				4.8
17	X	24					5.8	83	X	18	24				6.7
18	X	Z	X	FM19			5.8	84	X	16A	22	X	Z		9.4
19	X	24	FM19				5.9	85	X	18	26				9.5
20	X	24	Z				6.3	86	X	16A	24	X	Z		11.2
21	X	20	Z	X	Z		7.1	87	X	16A	26	X	Z		14.0
22	X	FM19	X	Z	X	FM19	8.2	88	X	16A	28	X	Z		15.3
23	X	26					8.6								
24	X	Z	X	Z			8.6	89	X	22	18	21			6.4
25	X	26	FM19				8.7	90	X	22	X	Z			7.3
26	X	26	Z				9.1	91	X	22	Z	X	Z		7.8
27	X	Z	X	FM19	X	Z	9.3	92	X	22	X	22	Z		8.2
28	X	Z	X	Z	X	Z	10.3	93	X	24	18	21			8.2
								94	X	24	X	Z			9.1
29	19	21					2.7	95	X	24	Z	X	Z		9.6
30	19	FM19					3.1	96	X	24	X	22	Z		10.0
31	19	Z					4.1	97	X	26	18	21			11.0
32	19	21	X	21			4.6	98	X	24	X	24	Z		10.8
33	19	22	Z				5.1	99	X	26	X	Z			11.9
34	19	21	19	21			5.2	100	X	28	X	Z			13.2
35	19	FM19	X	FM19			5.5								
36	19	FM19	19	FM19			6.1	101	X	21	X				3.2
37	19	23	Z				6.2	102	X	FM19	X				3.6
38	19	24	Z				6.9	103	X	Z	X				4.7
39	19	Z	19	FM19			7.1	104	19	FM19	19				5.0
40	19	Z	X	Z			7.6	105	19	Z	19				6.1
41	19	Z	19	Z			8.2	106	X	17	X	16			6.7
42	19	26	Z				9.7	107	X	19	Z	16A			7.4
								108	X	15	X	16			7.9
43	18	FM19					3.2	109	X	18	Z	17			8.1
44	18	Z					4.1	110	X	18	24	Z	X		8.4
45	18	22	Z				5.1	111	X	20	Z	21	23	FM19	18
46	18	21	18	21			5.1	112	X	17	Z	17			9.9
47	15	FM19					5.8	113	X	15	Z	17			10.7
48	18	23	Z				6.2	114	X	15	Z	19	15		11.6
49	18	FM19	18	FM19			6.3								
50	17	22	Z				6.6	115	X	21	18				3.9
51	18	24	Z				6.9	116	X	22	X				5.1
52	17	FM19	19	FM19			7.6	117	X	23	X				6.3
53	15	22	Z				7.7	118	19	22	X	19			6.7
54	17	23	Z				7.7	119	19	23	19				7.6
55	18	Z	18	Z			8.1	120	19	24	19				8.3
56	17	24	Z				8.4	121	X	24	X	16A			9.1
57	17	FM19	17	FM19			9.1	122	19	26	X				10.5
58	18	26	Z				9.7								
59	17	Z	19	Z			9.7	123	20	21	18				3.4
60	17	26	Z				11.2	124	20	Z	20				3.8
61	17	Z	17	Z			11.2	125	18	FM19	X	18			5.3
62	20	21					1.5	126	16A	FM19	X	19			6.4
63	20	FM19					2.0	127	17	FM19	X	18			6.9
64	20	Z					3.0	128	17	21	17				7.6
65	20	FM19	20	FM19			3.8	129	18	Z	15				8.6
66	20	22	Z				4.0	130	17	Z	17				9.2
67	20	23	Z				5.1	131	15	Z	17				10.3

132	16A						3.2	179	FM19	X	Z						4.6
133	17						3.6	180	Z	X	Z						5.6
134	X	16					4.0	181	Z	19	Z						6.3
135	15						4.7	182	Z	X	18	Z					6.5
136	12						6.1	183	Z	X	16A	Z					7.4
137	10						7.2	184	Z	X	Z	X	FM19				8.0
138	11	14	9				8.9	185	Z	X	14	Z					8.9
139	5						9.8	186	Z	19	Z	19	Z				10.3
140	10	17	10				11.0	187	Z	17	Z	X	Z				11.3
141	5	9	5				12.3	188	Z	X	Z	X	Z	X	Z		12.5
142	5	11	5				13.4	189	Z	19	Z	19	Z	19	Z		14.4
143	FM19	X					2.4	190	21	X	21						2.7
144	FM19	19					3.1	191	21	19	21						3.3
145	Z	X					3.4	192	22	X	21						4.6
146	Z	19					4.1	193	22	19	21						5.3
147	Z	X	FM19	X			5.8	194	23	X	21						5.8
148	Z	X	Z	X			6.9	195	24	X	21						6.5
149	Z	19	Z	19			8.2	196	24	19	21						7.1
150	Z	X	FM19	19	FM19	19	9.5	197	24	22	23	X	21				7.7
151	Z	X	Z	X	Z	X	10.3	198	24	22	24	X	21				8.4
152	Z	19	Z	19	Z	19	12.3	199	26	X	21						9.3
								200	26A	X	21						10.0
153	21	X					2.0	201	26A	19	21						10.6
154	21	19					2.7	202	28	19	21						11.2
155	22	X					3.9										
156	22	19					4.6	203	22	Z							3.2
157	23	X					5.1	204	22	Z	X	21					5.2
158	24	X					5.8	205	22	FM19	19	21					5.4
159	24	19					6.5	206	21	FM19	X	21	FM19	X	21	FM19	6.1
160	24	22	23	X			6.9	207	FM19	19	21	19	21				6.3
161	24	22	24	X			7.6	208	22	FM19	X	21	X	21			6.8
162	26	X					8.6	209	22	X	22	Z					7.0
163	26A	X					9.3	210	24	Z	X	21					7.0
164	26A	19					9.9	211	22	Z	X	22	Z				7.5
165	28	19					10.6	212	22	X	22	21s	Z				8.0
								213	26	Z	X	21					9.8
166	21	20	FM19	20			3.4	214	24	X	Z	X	21				10.0
167	21	20	FM19	19			4.5	215	26	X	Z	X	21				12.8
168	FM19	19	21	19			5.6										
169	22	X	FM19	X			6.3	216	FM19s	22	Z						3.3
170	22	X	Z	X			7.3	217	FM19s	24							4.7
171	23	X	Z	X			8.5	218	22s	22A	Z	22A	22				5.7
172	24	X	Z	X			9.2	219	FM19s	22A	Z	22A	22				5.9
173	24	19	Z	X			9.8	220	FM19s	26							7.5
174	26	X	FM19	X			11.0	221	22s	22A	Z	22A	Z	22A	22		7.8
175	26	X	Z	X			12.0	222	FM19s	26A							8.1
176	26A	X	Z	X			12.7	223	FM19s	28							8.8
								224	FM19s	24	22	26					9.3
177	FM19	X	FM19				3.5	225	FM19s	28	22	24					10.6
178	FM19	19	FM19				4.1	226	FM19s	26	22	26					12.1

### Navigation Mark Descriptions:

"A" CRA YELLOW or ORANGE Inflatable, or ORANGE autonomous mark, South of the middle of Harbor Island

"X" CRA YELLOW or ORANGE Inflatable, South of the west end of Harbor Island

"Z" CRA YELLOW or ORANGE Inflatable, Southeast of the Embarcadero, near Star of India

FM19 Cement Fleet Mooring Buoy, SSE of the east end of Harbor Island

### Navigation Buoys - (refer to NOAA Chart 18773):

5	SD 5, green channel buoy	16A	SD 16A, red channel buoy	23	SD 23, green channel buoy
9	SD 9, green channel buoy	17	SD 17, green channel buoy	24	SD 24, red channel buoy
10	SD 10, red channel buoy	18	SD 18, red channel buoy	26	SD 26, red channel buoy
11	SD 11, green channel buoy	19	SD 19, green channel buoy	26A	SD 26A, red channel buoy
12	SD 12, red channel buoy	20	SD 20, red channel buoy	28	SD 28, red channel buoy
14	SD 14, red channel buoy	21	SD 21, green channel buoy	30	SD 30, red channel buoy
15	SD 15, green channel buoy	22	SD 22, red channel buoy		
16	SD 16, red channel buoy	22A	SD 22A, red channel buoy		