



**LABOR DAY NIGHT RACE
HALLOWEEN REGATTA
KEELBOAT REGATTA
COMMODORE'S CUP
HILLSBOROUGH BAY DISTANCE RACE
HOSPICE CUP**

SAILING INSTRUCTIONS – Distance Course

Updated 8/1/2021

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1 RULES

- 1.1 The races will be governed by the *rules* as defined in *The Racing Rules of Sailing*, including Appendix V2, Penalty Taken After a Race.
- 1.2 US Sailing prescriptions to RRS 63.1 and 63.2 will not apply.
- 1.3 Hospice Cup Just For Fun class will have separate SI which replace the RRS and this SI.

2 NOTICES TO COMPETITORS

- 2.1 Notices will be posted on the official notice board on the lower level on the western wall.
- 2.2 The race committee will use VHF channel 72 to communicate with boats on the water.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted at least 90 minutes before the scheduled warning signal on the day it will take effect, except Labor Day Night Race by 1800. When flag AP is displayed ashore, changes may be posted before flag AP is removed.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole located west of the clubhouse.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in race signal AP.

5 SCHEDULE OF RACES

Scheduled race dates are listed in the *DIYC Boat of the Year Notice of Series* and the NoR for the regatta.

6 COURSES

- 6.1 Courses are described in Attachment B.
- 6.2 Prior to the warning signal course identifiers will be displayed.
- 6.3 Courses may be distributed with scratch sheets for some events.

7 MARKS

Marks are described in Attachment A.

8 CLASS FLAGS AND FIRST WARNING TIMES

| <u>Event</u> | <u>Divisions</u> | <u>Class Flag</u> | <u>Warning</u> |
|--------------------------------------|------------------------------------|---------------------|----------------------|
| Halloween, Keelboat, Commodore's Cup | Racer-Cruiser, Multihull | Green flag with "R" | 1300, Sunday 1030 |
| Halloween, Keelboat, Commodore's Cup | Cruising | Blue flag with "N" | to follow |
| Around Point, Hillsborough Bay | Racer-Cruiser, Cruising | Green flag with "R" | 1300 |
| Around Point, Hillsborough Bay | Spinnaker & Multihull | Red flag with "S" | 1330 |
| Labor Day Night | All, Pursuit Race | none | 1900 |
| Hospice Cup | Racer-Cruiser, Multihull, Cruising | none | 1030 |

9 THE START

- 9.1 The starting line will be between a staff displaying an orange flag on a race committee vessel and the course side of the starting mark.
- 9.2 For the Labor Day Night Race and Hospice Cup, individual starting times for each boat will be posted, and listed on the scratch sheet.
- 9.3 Should the wind conditions necessitate a postponement prior to the start, the race committee may move the starting area farther up the course by displaying code flag "L" and motoring towards the next mark. In this case, the starting mark will be either a mark of the course, a nearby government aid, or a drop-mark. Should the race committee pass a mark of the course, that mark is then eliminated from the course.
- 9.4 When an individual recall is signaled, the race committee will attempt to hail the sail numbers of the boats that are OCS. See also SI 15.2.
- 9.5 Boats may not start more than 10 minutes after their starting signal or, for a Pursuit Race, their scheduled starting time.
- 9.6 Divisions may be combined for starts, even if sailing different courses.

10 THE FINISH

- 10.1 The finishing line will be at the mouth of the Seaplane Basin west of the DIYC clubhouse, between the two pilings located on the east and west side of the basin. The areas between the pilings and the shore on both sides are defined as obstructions, and RRS 19 applies.
- 10.2 Should a race be shortened, the finishing line will be between a staff displaying flag-S on a race committee vessel and the course side of the nearby mark. Should a race be shortened at a channel buoy, the finish line will be set up on the side opposite the channel.

11 TIME LIMIT

- 11.1 There is no time limit.
- 11.2 The finishing line will be staffed by the race committee at least 5 hours from the starting

time. After that time boats may take their own finish time and report it to the race committee.

12 SCORING AND PENALTY SYSTEM

- 12.1 Races will be scored using the WFPHRF RLC ratings.
- 12.2 Only the Scoring Penalty, RRS 44.3, and the optional RRS V2, will apply.
- 12.3 In a one-race regatta, the penalties as calculated and rounded in RRS 44.3(c) shall be increased by ½-point. This changes RRS 44.3(c).
- 12.4 One race is scheduled on each race day.
- 12.5 For all Divisions a minimum of one race must be completed to constitute a regatta.
- 12.6 For all Divisions no races will be excluded from a boat's regatta score.
- 12.7 For Labor Day Night Race and Hospice Cup, if the course is shortened, each boat's corrected time will be calculated from her scheduled starting time and the actual course length.

13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protest forms are available from the Fleet Captain's office.
- 13.2 The protest time limit will be 60 minutes after the last boat finishes, except for Labor Day Night Race which will be 1100 on Saturday.

14 SAFETY

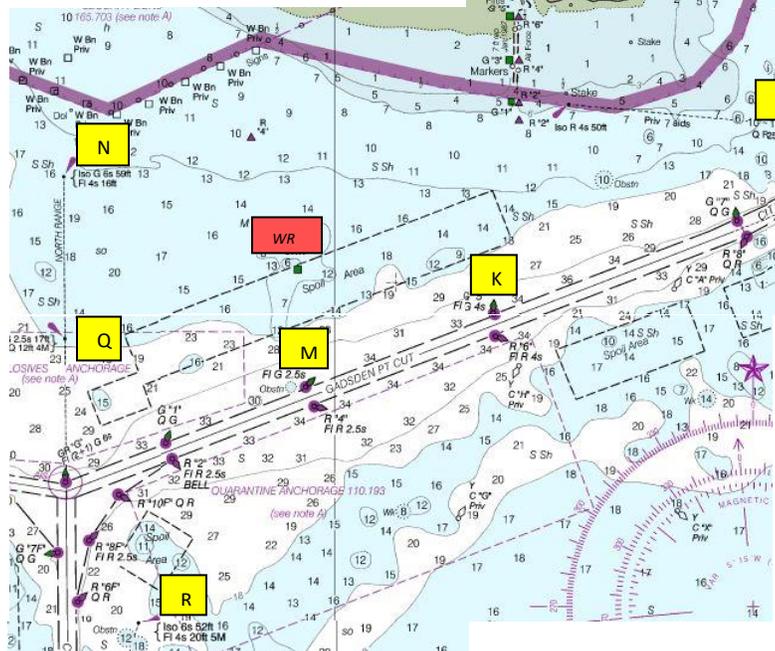
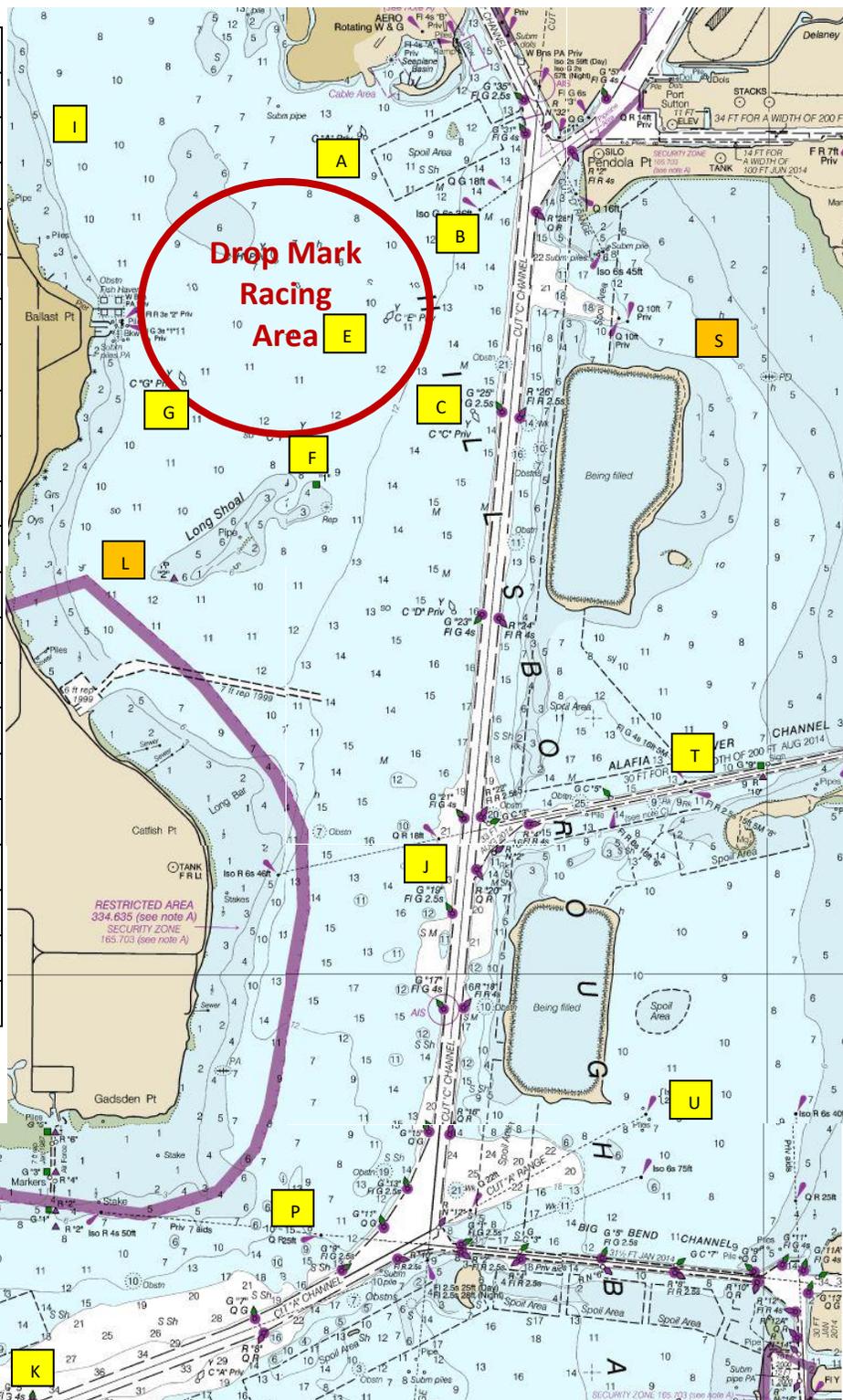
- 14.1 A boat that retires from the racing area shall notify the race committee as soon as possible. [DP]
- 14.2 The COLREGs always apply between boats racing and vessels not racing. A boat shall not obstruct a commercial vessel. [DP]

15 RADIO COMMUNICATIONS

- 15.1 Except in an emergency, a boat that is racing shall neither make nor receive voice or data transmissions not available to all boats. [DP]
- 15.2 Race committee broadcasts concerning its intention, the course to be sailed, starting times, course changes, recalls, etc. are a courtesy only. Failure of the race committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast will not be considered an improper action or omission under RRS 62.1(a).

Attachment A - DIYC Racing Area and Distance Course Marks

| Mark | Description | Approx lat / long |
|------------|----------------|----------------------|
| A | C "A" Priv | 27 54.22 / 82 27.28 |
| B | Iso 6s 36ft | 27 53.86 / 82 26.63 |
| C | C "C" Priv | 27 52.83 / 82 26.68 |
| E | C "E" Priv | 27 53.29 / 82 27.17 |
| F | C "F" Priv | 27 52.67 / 82 27.58 |
| G | C "G" Priv | 27 52.98 / 82 28.32 |
| I | C "I" Priv | 27 54.72 / 82 29.10 |
| J | Q R 18ft | 27 50.67 / 82 26.87 |
| K | G"5" FL G 4s | 27 47.84 / 82 29.16 |
| L | Orange Tet | 27 52.00 / 82 28.57 |
| M | G"3" Fl G 2.5s | 27 47.51 / 82 30.15 |
| N | Iso G 6s 59ft | 27 48.47 / 82 31.40 |
| P | Q R 25ft | 27 48.70 / 82 27.63 |
| Q | Q 17ft | 27 47.73 / 82 31.39 |
| R | Iso 6s 52ft | 27 46.41 / 82 31.01 |
| S | Spoil Island | ~27 53.07 / 82 25.38 |
| T | Fl 4s 16ft "7" | 27 50.97 / 82 25.46 |
| U | Iso 6s 50ft | 27 49.29 / 82 25.69 |
| | | |
| FIN | | 27 54.50 / 82 27.18 |



Attachment B – Distance Courses

| Course | Course Description including side to leave each rounding mark | Distance | Wind Angle * |
|--------|--|----------|--------------|
| 1 | Start at A – F (P) – C (S) – J (P) – C (P) – FIN | 8.45 | N or S |
| 2 | Start at E – B (S) – S (S) – T (S) – J (S) – L (S) – G (S) – A (P) - FIN | 10.32 | N or NE |
| 3 | Start at A – I (P) – G (S) – L (P) – J (P) – B (P) – A (S) – FIN | 10.74 | N or NE |
| 4 | Start at A – B (S) – J (S) – L (S) – G (P) – I (S) – A (P) – FIN | 10.74 | NW |
| 5 | Start at A – F (P) – B (S) – S (S) – T (S) – J (S) – FIN | 11.62 | N |
| 6 | Start at E – G (P) – L (P) – J (P) – T (P) – S (P) – B (P) – F (S) – A (S) - FIN | 12.16 | S or SW |
| 7 | Start at A – I (P) – G (S) – L (P) – J (P) – T (P) – S (P) – A (S) – FIN | 12.29 | N or NE |
| 8 | Start at A – S (S) – T (S) – J (S) – L (S) – G (P) – I (S) – A (P) – FIN | 12.29 | NW |
| 9 | Start at E – B (S) – S (S) – T (S) – J (S) – L (S) – G (P) – I (S) – A (P) - FIN | 12.33 | N or NE |
| 10 | Start at A – G (P) – L (P) – J (S) – P (S) – B (P) – A (S) – FIN | 12.86 | SW |
| 11 | Start at A – I (P) – G (P) – B (S) – J (S) – L (S) – FIN | 13.27 | E or SE |
| 12 | Start at A – F (S) – G (S) – I (S) – B (S) – J (S) – A (S) - FIN | 13.57 | S |
| 13 | Start at A – I (P) – G (P) – F (P) – A (S) – J (P) – B (P) – A (S) - FIN | 13.59 | E |
| 14 | Start at E – B (S) – P (P) – J (P) – L (S) – G (S) – B (P) – A (S) - FIN | 13.80 | NE |
| 15 | Start at E – A (P) – I (P) – G (S) – L (P) – J (P) – T (P) – S (P) – B (P) – E (S) – A (S) - FIN | 13.86 | S |
| 16 | Start at A – G (S) – I (S) – B (S) – L (P) – J (P) – FIN | 14.13 | NE |
| 17 | Start at A – I (P) – G (P) – B (S) – S (S) – T (S) – J (S) - B (P) – A (S) – FIN | 14.20 | N |
| 18 | Start at A – B (S) – P (P) – J (P) – L (S) – G (P) – I (S) – A (P) – FIN | 14.87 | NW or SE |
| 19 | Start at A – I (P) – G (S) – L (P) – J (S) – P (S) – B (P) – A (S) – FIN | 14.87 | N or NE |
| 20 | Start at E – A (S) – S (S) – T (S) – J (S) – L (S) – G (P) – I (S) – A (S) – E (P) - FIN | 15.09 | N |
| 21 | Start at A – F (P) – C (S) – P (S) – K (P) – P (P) – C (P) – FIN | 15.78 | N or S |
| 22 | Start at A – L (P) – J (S) – P (P) – U (P) – P (S) – C (P) – A (S) – FIN | 16.23 | SW |
| 23 | Start at A – S (S) – T (S) – J (P) – P (P) – J (P) – L (S) – G (P) – I (S) – A (P) – FIN | 16.47 | W or NW |
| 24 | Start at A – I (P) – G (S) – L (P) – J (S) – P (P) – J (S) – T (P) – S (P) – A (S) – FIN | 16.47 | N or NE |
| 25 | Start at E – B (S) – F (P) – C (S) – P (P) – U (P) – P (S) – C (P) – A (S) - FIN | 16.88 | NE |
| 26 | Start at A – F (P) – B (S) – P (P) – C (P) – G (S) – I (S) – A (P) - FIN | 17.80 | N or S |
| 27 | Start at E – B (S) – P (S) – R (P) – P (P) – B (P) – A (S) - FIN | 19.71 | N or NE |
| 28 | Start at E – G (S) – I (S) – A (S) – P (P) – U (P) – P (S) – C (P) – A (S) - FIN | 19.80 | W |
| 29 | Start at A – I (P) – S (S) – T (S) – J (P) – P (S) – K (P) – P (P) – C (P) - FIN | 20.06 | NW |
| 30 | Start at A – G (P) – C (S) – P (S) – Q (P) – P (P) – C (P) – FIN | 20.09 | SW |
| 31 | Start at A – G (P) – F (P) – C (S) – P (S) – Q (P) – P (P) – C (P) – FIN | 20.18 | NE or SW |
| 32 | Start at A – F (P) – J (S) – P (S) – R (S) – N (S) – K (P) – P (P) – C (P) – FIN | 21.24 | N |
| 33 | Start at A – P (S) – R (S) – N (P) – Q (P) – P (P) – FIN | 21.41 | N or S |
| 34 | Start at A – C (S) – P (S) – M (S) – N (P) – R (P) – P (P) – C (P) – FIN | 21.50 | NE |
| 35 | Start at A – L (P) – J (S) – P (S) – N (P) – R (P) – P (P) – FIN | 21.60 | NE |
| 36 | Start at A – I (P) – G (S) – L (P) – J (S) – P (S) – M (S) – N (S) – P (P) – C (P) - FIN | 21.94 | NW |
| 37 | Start at A – S (S) – T (S) – J (P) – P (S) – Q (P) – P (P) – C (P) – G (S) – FIN | 21.96 | N or NE |
| 38 | Start at A – I (P) – G (P) – F (S) – J (S) – P (S) – R (S) – N (S) – K (P) – P (P) – C (P) - FIN | 23.94 | NW |
| 39 | | | |
| 40 | | | |
| 41 | | | |

Warning – north of the buoy, G “3” Fl G 2.5s Gadsden Pt Cut, there is a day marker, “WR”. There is shallow water as well as underwater debris all around this structure.

*Wind Angle is guidance for the race committee, not a rule, and not subject to redress.