



2022 SWYC Charity Bay Race

Benefiting ElderHelp of San Diego

Sailing Instructions



October 9, 2022

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.
- 1.2 [DP] NAVAL and CRUISE SHIP PROTECTION ZONE: A naval protection zone exists in a radius of 500 yards (CFR 165.2015) around U.S. naval vessels greater than 100 feet in length, except when the large naval vessel is moored or anchored within a restricted area. All vessels within a naval vessel protection zone shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by an official patrol, and when within such zone, no vessel is allowed within 100 yards of a large U.S. naval vessel (CFR 165.2030). No vessel is allowed within 100 yards of a cruise ship (CFR 165.1108).
- 1.3 Entry into the NAS North Island Security Zones is prohibited. These zones include 100 yards around Pier Bravo (“ammo pier”) and vessels moored to it (CFR 165.1105) and the aircraft carrier turning basin (CFR 165.1104).
- 1.4 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.
- 1.5 Add new rule 41(e): (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- 1.6 If the RC boat is damaged because of a boat breaking a rule, that boat shall pay for the repairs.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to these sailing instructions (SIs) will be posted by 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2200 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 SIs.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Official notices and amendments will be available on this [event's page](#) on the SWYC website. 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 17.1.
- 3.2 **In the event of an on-the-water emergency, first 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. SCHEDULE OF RACES

- 5.1 One pursuit race is scheduled for Sunday, October 9, 2022.
- 5.2 The first warning is scheduled for 1155.
- 5.3 Starting times for each boat, based upon course distance and final (Buy Up/Buy Down adjusted) ratings, will be posted as an amendment to these sailing instructions after registration closes and before 0900 on Sunday, October 9, on the online event site. The first start will be at 1200.

6. ENTRIES & CHECK IN

- 6.1 Class pennants (ribbon, yarn, colored tape, etc.) must be supplied by each boat and displayed from the backstay. Boats without backstays shall display their pennants in a prominent manner near the stern.

Class 1	Open A	Blue
Class 2	Open B	Yellow
Class 3	SWRF	Green
Class 4	Novice	White

- 6.2 [DP]Boats shall check in with the RC signal boat prior to the first warning signal. Boats checking in shall pass the RC boat to starboard and hail with sail number and class. Check-in will be complete only when the RC boat responds with that information. There will be no radio check-in.

7. RACING AREA

- 7.1 The racing area covers the general locale known as San Diego Bay. The starting area will be in the vicinity of the east end of Harbor Island. The finish area will be near SD 17. For navigation, refer to NOAA Chart #18773, San Diego Bay.

8. COURSE

- 8.1 Reverse pursuit start times will be posted to the [event website](#) by 0900 on Sunday, October 9.
- 8.2 All marks listed are considered rounding marks. Marks are to be rounded to port.

2022 Charity Bay Race Course- Open and SWRF Classes only*

10.1 nautical miles

- Start "A" (east end of Harbor Island)
- SD 19
- SD 24
- FM 19
- SD 20
- SD 21
- Finish (between SD 17 and RC boat)

****Novice Class Course to be posted as an amendment to these SIs.***

9. MARKS (NOAA Chart #18773)

- "A" YELLOW inflatable tetrahedron buoy, near east end of Harbor Island
- FM 19 Concrete fleet mooring buoy SSE of the east end of Harbor Island
- SD 17 Green navigation buoy
- SD 19 Green navigation buoy
- SD 20 Red navigation buoy
- SD 21 Green navigation buoy
- SD 24 Red navigation buoy

10. THE START

- 10.1 There will be a pursuit start with a modified starting sequence defined below. This changes RRS rule 26. Starting times will be staggered according to handicaps.
- 10.2 The first Warning signal (green flag) will be at 1155.
- 10.3 The first start will be at 1200.
- 10.4 For each subsequent boat starting, the RC will sound a whistle at that boat's assigned starting time.
- 10.5 The preparatory signal will be hoisted for one minute, every 10 minutes after the first start.
- 10.6 The Starting Line will lie between a staff with an orange flag on the RC boat and an inflatable buoy ("A" Mark) near the RC boat.
- 10.7 An inflatable distance buoy may be streaming from the RC boat and this buoy is considered part of the RC boat. For purposes of RRS 31.1 (Touching A Mark), this buoy is to be considered a permanent part of the starting mark.
- 10.8 Boats shall keep clear of the starting area and boats attempting to start, until within 4 minutes of her own start.
- 10.9 All motors must be off 4 minutes before that boat's start time.
- 10.10 Starting Penalties: **Rule 30.1 ("I-Flag Rule") will apply to all starts.**
- 10.11 The RC may postpone the race per RRS rule 27.3. In the event of postponement, the RC will announce the amount of delay, which will be a multiple of 10 minutes. Each boat is expected to add the announced delay amount to her published starting time.

11. RECALLS

- 11.1 Individual Recalls will be signaled in accordance with RRS 29 with a horn for a sound signal, except that code flag X will not be flown. This modifies RRS 29.1 and "Race Signals".
- 11.2 As a courtesy, the RC will attempt to hail boats "On Course Side" (OCS) as soon as possible on VHF 68, but it is the responsibility of each yacht to start properly.
- 11.3 Failure to hail, failure of electronic equipment, failure to hear a hail, delay in hailing or the order in which hails are made will not be grounds for redress. This modifies RRS 62.1 (a).

12. OBSTRUCTIONS

- 12.1 After properly starting, a boat shall not sail through the starting line during a starting sequence. This ranks as an obstruction for the purposes of Part 2 of the RRS. Skippers in violation of this paragraph shall be subject to a DSQ imposed by the RC without benefit of a hearing. This modifies RRS 60.2, 63.1 and A5. However, when either end of the starting line as defined in SI 10.5 is removed, there is no line and therefore no obstruction exists!

13. THE FINISH

13.1 The finishing line is between a staff with a blue flag on the RC boat and an inflatable buoy ("A" Mark) near the R/C boat in the vicinity of SD 17.

14. PENALTY SYSTEM

14.1 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.'"

14.2 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."

15. TIME LIMIT

15.1 There is a time limit of 1600 for all racing. This changes RRS 35.

15.2 Boats not finished by 1600 will be recorded as DNF. This modifies RRS 35, A4 and A5.

16. HEARING REQUESTS

16.1 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.

16.2 The Protest Time Limit expires 60 minutes after the RC boat docks. The Protest Time Limit will be posted on the online event notice board.

16.3 Protests may be filed electronically to Colleen Cooke, Charity Bay Race PRO, at sailorcookie@cox.net. Protests may also be filed in person to any member of the SWYC Race Committee.

16.4 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.

17. SAFETY REGULATIONS

17.1 [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 boat OR (b) radioing the RC boat (VHF 68).

17.2 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.

18. RACE RESULTS & TROPHY AWARDS

- 18.1 SWYC invites all participants to enjoy the facilities and hospitality of the club at the Award Ceremony and BBQ (2 tickets with registration, additional meal tickets available) following the racing, held on the lawn at SWYC around 1630.
- 18.2 Race results will be published on the online event page and on the SWYC website.
- 18.3 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 each class.
- 18.4 The **Jerry Beeman Perpetual Trophy** shall be awarded to the overall winner for boats from the Open classes based on original PHRF ratings.

19. DISCLAIMER OF LIABILITY

- 19.1 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 (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 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.