

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

# **SAILING INSTRUCTIONS – Distance Course**

The notation '[DP]' in a sailing instruction is defined in the RRS Introduction.

Updated 12/20/2022

#### 1 RULES

- 1.1 The races will be governed by the *rules* as defined in *The Racing Rules of Sailing*, including Appendix T (Arbitration).
- 1.2 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>	Warning	
Halloween, Keelboat, Commodore's Cup	Racer-Cruiser	Green flag with "R"	1300, Comm Cup Sunday 1030	
Halloween, Keelboat, Commodore's Cup	Cruising	Blue flag with "N"	to follow	
Around Point <i>,</i> Hillsborough Bay	Racer-Cruiser, Cruising	Green flag with "R"	1300	
Around Point <i>,</i> Hillsborough Bay	Spinnaker	Red flag with "S"	1330	
Labor Day Night	All, Pursuit Race	none	1900	
Hospice Cup	Spinnaker, Racer-Cruiser, 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 or near a channel buoy, the finish line will be set up on the side opposite the channel. When the course is shortened at a rounding mark, the mark is no longer a rounding mark and becomes a finishing mark.

#### 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 All Divisions will use the Scoring Penalty of RRS 44.3.
- 12.3 Arbitration will be offered for protests regarding rules of Part 2 or RRS 31.
- 12.4 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).
- 12.5 One race is scheduled on each race day.
- 12.6 For all Divisions a minimum of one race must be completed to constitute a regatta.
- 12.7 For all Divisions no races will be excluded from a boat's regatta score.
- 12.8 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 [DP] A boat that retires from the racing area shall notify the race committee as soon as possible.
- 14.2 [DP] The COLREGs always apply between boats racing and vessels not racing. A boat shall not obstruct a commercial vessel.
- 14.3 RRS 42.3(i) applies, such that a boat aground may use engine propulsion or any other method to get ungrounded, provided the boat does not gain a significant advantage.

#### 15 RADIO COMMUNICATIONS

- 15.1 [DP] Except in an emergency, a boat that is racing shall neither make nor receive voice or data transmissions not available to all boats.
- 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	8 9 9 12 5 9 Point 13
A	C "A" Priv	27 54.22 / 82 27.28	s 9 10 8 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
В	lso 6s 36ft	27 53.86 / 82 26.63	
С	C "C" Priv	27 52.83 / 82 26.68	1 5 10 5 6 7 A 9 11 5 5 14 13 A 10 5 14 13 A 10 5 14 13 A 10 5 14 14 14 A 10 5 14 14 14 A 10 5 14 14 14 14 14 14 14 14 14 14 14 14 14
E	C "E" Priv	27 53.29 / 82 27.17	2 10 11 6 7 8 Iso can be M 10 A fail 0 for 5 4 1 1 Mar 1 Prior 12 B M 10 12 5 4 1 1 Mar 12 B M 10 12 5 4 1 1 Mar 12 B M 10 12 5 4 1 1 Mar 12 B M 10 12 5 6 6 1 1 Mar 12 B M 10 12 5 6 6 1 1 Mar 12 B M 10 12 5 6 6 1 1 Mar 12 B M 10 12 5 6 6 1 Mar 12 B M 10 12 5 6 1 Mar 12 B M 10 12 Mar 12 B M 10 Mar 12 B M 10 12 Mar 12
F	C "F" Priv	27 52.67 / 82 27.58	-3 - 11 9 Drop Mark 10 22 submark 10 22 submark 10 12 subm
G	C "G" Priv	27 52.98 / 82 28.32	Balast PT - 10 Racing 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10
I	C "I" Priv	27 54.72 / 82 29.10	Participant from the Area L 14 16 1 18 4 1 0 100 7 5 5 1 1 10 100 7 5 5 1 1 10 100 7 5 5 5 1 1 10 100 7 5 5 10 100 100 100 100 100 100 100 100
J	Q R 18ft	27 50.67 / 82 26.87	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
К	G"5" FL G 4s	27 47.84 / 82 29.16	10 10 $14$ $F$ 9 $14$ $15$ $16$ $16$ $16$ $16$ $16$ $16$ $16$ $16$
L	Orange Tet	27 52.00 / 82 28.57	Gis 10 30 11 10 Groad 3 4 11 15 15 0 15 0 10 00 10 10 10 10 10 10 10 10 10 10 1
М	G"3" Fl G 2.5s	27 47.51 / 82 30.15	
Ν	lso G 6s 59ft	27 48.47 / 82 31.40	$\begin{bmatrix} 1 & 3 \\ 3 \\ 5 \end{bmatrix} = \begin{bmatrix} 1 \\ 12 \\ 11 \end{bmatrix} \begin{bmatrix} 11 \\ 13 \\ 13 \\ 13 \\ 13 \\ 13 \\ 13 \\ 13$
Р	Q R 25ft	27 48.70 / 82 27.63	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Q	Q 17ft	27 47.73 / 82 31.39	
R	Iso 6s 52ft	27 46.41 / 82 31.01	1 2 9 10 1 11 15 10 15 16 3 13 0 4 4 4 4 1 1 10 11 9 CHANNEL 3
S	Spoil Island	~27 53.07 / 82 25.38	
Т	Fl 4s 16ft "7"	27 50.97 / 82 25.46	Cetter PT
U	lso 6s 50ft	27 49.29 / 82 25.69	
			RESTRICTED AREA Statute 10 14 17 FI & 2.56 10 10 7 5   334.635 (see note A) 3 5 16 12 10 7 5 7 5 7 5 10 10 7 5 7 5 7 5 10 11 15 S M (1) 10 9 7 5 10 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10 9 10
			4 15 <sup>13</sup> 1 (2 tq) 7 5
FIN		27 54.50 / 82 27.18	10 13 17 12 PG 4 10 13 5 15 AIS 10 00 Being filled Spot Area 6
			Gadsden Pt 2 5 7 7 11 19 2 5 8 7 10 9 12 10 10 10 10 10 10 10 10 10 10 10 10 10
	10 165.703 (see note A) S h 8 Ben 11 W Bn 9	W Bn 1 1 1 2	
	WBn D 10 D WBn Priv 11 10 WBn Priv 13 10 D WBn	0 WBn 7 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Markers R 44 1 5 2 4 4 6 9 9 9 7 13 76 22 4 6 9 9 9 9 7 13 76 22 5 16 18 13 6 11 8 9 9 9 7 9 8 25 8
		11 9 8 . 10 ▲** 8	8 GHT R 22 to R 45 500 7 Phy 7 Bids 1. 0. 1 11 000 11 8 R 2 G 16 12 11 CHANNELS Proc 6111 2 8 R 22 to R 45 500 7 Phy 7 Bids 1. 0. 1 12 Phy 8 R 2 G 16 12 Phy 8 R 2 G 10 Ph
	SSh 16 {160 G 65 50t 13 (Fi 45 16t	12 12 11 S Sh 11 13 12 13 13 13	11 11 13 13 19 19 19 19 19 19 19 19 19 19 19 19 19
	16 19 16 15 15 19 16 15 09 18 50 17	14 14 16 WR 16 16 14	14 50 21 5 Sh 28 06 12 25 10 7 6 14 16 517 13 500 Area 1 500 Area
	17 20	5 15 12 Area 18 12 5	K 27 34 34 35 4 39 00 10 10 10 10 10 10 10 10 10 10 10 10
	21	16 7 13-19 29 F	
	0 12th 4M7 OSIVES ANCHORAGE (see note A) 20 25 121	16 21 76 28 M 34 T CUI 34 76 21 76 256 GAOSDEN 7 CUI 34 Obtem 6 GAOSDEN 34 32	34- 177 48 5 150014 25 0 176 17 -16 (22) 15 0 1 13 10 17
	28 24 15 Gr	33 34 Fin 2.58 32 27	25 14 18 20 13 13 13 14 19 19 19 19 19 19 19 19 19 19 19 19 19
	32	A 23 14 FIR 25 25 26 15 BELL OUGRANTINE ANCHORAGE 110.193 15 16 R 29 26	20 18 19 19 11 11 11 11 11 11 11 11 11 11 11
	3 27 26 114 2 3 27 26 114 2003	27 27 22 13 14 20	0 19 17 - T7 - 18 - 11/18 - 17 - 17
	G '7F O G 20 20 20 20 20 20 20 20	25 14 14 12 19 25 14 14 13 15	17 18 DAVIS ISON DAVIS ISON DAVIS
	21 20 Chem 27 { Iso 6	8 52h 16 12 - 14 50 19 17	
		16 %. In 16	

## **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	Ν
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	Е
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	Ν
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	Ν
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	Ν
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" FI 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.