



George Gray Single- & Double-Handed Race  
Southwestern Yacht Club  
San Diego, California  
Saturday, April 6, 2024



## SAILING INSTRUCTIONS

### 1 RULES

- 1.1 Per RRS 42.3(i), competitors may use an engine or other propulsion method to avoid large ships in the channel provided they gain no significant advantage in the race.
- 1.2 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.
- 1.3 If the Race Committee boat is damaged because of a boat breaking a rule, that boat shall be responsible for the repairs.

### 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 the [SWYC](#) website.
- 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 14.2.
- 3.3 **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 SCHEDULE OF RACES

- 5.1 One pursuit race is scheduled for April 6, 2024.
- 5.2 The first warning is scheduled for 1155.

### 6 CLASS FLAGS & CHECK-IN

- 6.1 The Singlehanded Class flag will be green.
- 6.2 The Doublehanded Class flag will be white.
- 6.3 Check-In will commence when the "L" flag is hoisted. Boats shall check in with the RC boat prior to the 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 **AND all crew are wearing lifejackets**. There will be no radio check-in.

### 7 RACING AREA

- 7.1 SI Attachment A shows the location of the racing area.
- 7.2 Illustrations are not rules of the SIs and are offered only as supplementary material. Illustrations are not for navigation purposes.

## 8 THE COURSE

- 8.1 All classes will sail the same course:
- Start in the vicinity of Buoy 17. See SI 10.2.
  - Leave Channel Buoy 6 to Port
  - Leave Navy Mooring TG1 to Starboard
  - Leave Channel Buoy SD to Starboard
  - Finish in the vicinity of Buoy 17. See SI 12.1.
- 8.2 Distance for handicap purposes is 14.38 NM.

## 9 MARKS

Buoy 17	32N 42.3'	117W 13.8'
Buoy 6	32N 39.2'	117W 13.5'
Navy Mooring TG1	32N 39.0'	117W 10.7'
Buoy SD	32N 37.3'	117W 14.8'

## 10 THE START

- 10.1 The start will be conducted in accordance with RRS 26, except as modified by these sailing instructions. Starting times will be staggered according to handicaps. The start times will be available at the [event website](#) no later than 0900 on the morning of the race and will be posted as an amendment to these SIs.
- 10.2 The starting line is between a staff with an orange flag on the RC vessel at one end and the course side of SD Channel Buoy 17 at the other end.
- 10.3 A distance buoy may be streamed aft of the RC boat and if present will be considered part of the RC boat.
- 10.4 After the first warning signal, each yacht must stay clear of the starting area until 4 minutes before her starting signal.
- 10.5 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 yacht is expected to add the announced delay amount to her published starting time.
- 10.6 The following table defines the first starting sequence and associated signals.

Signal	Time	Flag and Sound
Attention	1154	4 horns
Warning	1155	Multicolored flag and one horn
Preparatory	1156	P flag and one horn
One-Minute	1159	P flag removed and one long horn
First starting signal	1200	Multicolored flag removed and one horn
Subsequent starting signals	Various	One whistle
Courtesy time-checks	1215, 1230, 1245, etc.	One horn

- 10.7 For each subsequent yacht starting, the RC will sound a whistle at the boat's assigned starting time.
- 10.8 The RC will sound one horn for courtesy time-checks at 1215, 1230, and 1245.
- 10.9 The absence of a sound signal will be disregarded. Failure of the RC to make a sound or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 10.10 Individual warning, preparatory, and one-minute signals will not be given. A yacht's starting signal is considered to be at her assigned starting time, and her preparatory signal is 4 minutes prior to her starting signal.

## 11 RECALLS

- 11.1 As a courtesy, the RC will announce individual recalls on VHF channel 68 but will **NOT display Flag X and will NOT sound a horn**. Failure of a yacht to hear a hail or failure of the RC to hail shall not be grounds for redress. This changes RRS rules 29.1 and 62.1(a).

## 12 THE FINISH

- 12.1 The finish line is between a staff with a blue flag on the RC vessel at one end and the course side of SD Channel Buoy 17 at the other end.

### 13 PENALTY SYSTEM

- 13.1 RRS V1, Penalty at the Time of the Incident, shall apply.
- 13.2 RRS V2, Penalty Taken After a Race, shall apply.

### 14 TIME LIMIT

- 14.1 Any boat failing to finish by 1600 hours will be scored DNF without a hearing. This changes RRS 35, A4, and A5.
- 14.2 A boat that retires from the race must notify the RC before leaving the course. Failure to notify RC may result in possible loss of racing privileges in future SWYC events.

### 15 HEARING REQUESTS

- 15.1 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.
- 15.2 The Protest Time Limit expires 60 minutes after the RC boat docks. The Protest Time Limit will be posted on the [EVENT NOTICE BOARD](#).
- 15.3 Protests may be filed electronically to Charles Campbell, SWYC Protest Chair, at [protests@southwesternyc.org](mailto:protests@southwesternyc.org). Protests may also be filed in person or electronically to any member of the SWYC Race Committee.
- 15.4 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 may be at a later date. This posting constitutes the notice required by RRS 63.2, *Time and Place of the Hearing*.
- 15.5 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.

### 16 RACE RESULTS & TROPHY AWARDS

- 16.1 Race results will be posted on the [EVENT NOTICE BOARD](#) and announced at the after-race party at SWYC.
- 16.2 SWYC invites all racers back to the club for refreshments to rehash the events of the day and participate in the awards presentations. 1<sup>st</sup> through 5<sup>th</sup> place will be rewarded in the Double-Handed class, based on entries at this time. 1<sup>st</sup> place will be awarded in the Single-Handed class, based on entries at this time.

### 17 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.**

### 19 FURTHER INFORMATION

Contact Bill Mason, Regatta Chair, at [masonwilliam3@gmail.com](mailto:masonwilliam3@gmail.com).

# Attachment A

