

EMBED Unknown

# CORONADO YACHT CLUB

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## SCYA MIDWINTER REGATTA

February 16-17, 2013

### SAILING INSTRUCTIONS

1. **RULES.** This regatta will be governed by the: USCG “*Navigation Rules, International-Inland*” 050-012-001922-8; *Racing Rules of Sailing* (RRS) 2013-2016, including the prescriptions of US Sailing, the rules of PHRF San Diego, the rules of the classes, except as any of these are changed by these sailing instructions, and by these sailing instructions.
2. **ENTRIES**
  - 2.1 CYC is hosting Flying Tiger 7.5 and 10’s, Snipes, Moths and Catalina 36’s.
  - 2.2 Competitors shall enter by going to coronadoyc.org, “racing” button, and signing up for the regatta. The fee schedule is stated in the NOR, with \$2 off for current US Sailing members. Registration is completed by checking in with the Race Committee on the water Saturday morning.
  - 2.3 A minimum of three boats is required to establish a class.
  - 2.4 Check-in on starboard tack, sailing past the stern of the Race Committee (R/C) boat.
3. **NOTICES TO COMPETITORS**
  - 3.1 Notices to competitors will be posted on the Official Notice Board located on the clubhouse porch.
  - 3.2 There will be a **SKIPPERS’ MEETING** of all competitors on the clubhouse porch at 1000, Saturday, February 16, 2013.
4. **CHANGES IN SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted on regattanetwork.com before 1000 on the day that it will take effect, and will be available at the CYC Office and from the RC boat.
5. **SIGNALS MADE ASHORE**

5.1 Signals made ashore will be displayed from the CYC clubhouse flag hoist.

**6. SCHEDULE OF RACES. Five races are scheduled, ONE of which is required to constitute a regatta. There will be NO throw outs.**

Race	Day	
1	Saturday	First Warning 1155
2	Saturday	After race 1
3	Saturday	After race 2
4	Sunday	First Warning 1155
5	Sunday	After race 4

**7. RACING AREA**

The racing area is south San Diego Bay, usually windward of government buoy 28 or 30.

**8. THE COURSE**

8.1 One mile distance, gate to windward mark, oriented into the wind. See paras 21 and 22.

**9. MARKS**

9.1 The Windward Course Marshall has 2 marks (orange and yellow) and a smaller round white offset. At the start of a race the windward mark will be installed as an **ORANGE** tetrahedron with an offset. A change in wind direction, requiring a change in course orientation, will be made by installing a **YELLOW** mark with an offset. Notification of change and direction of change, valid for the next lap, will be given as a fleet approaches the GATE. Subsequent change required during that race would use the **ORANGE** mark. Color of windward mark alternates with each change of course orientation.

9.2 The gate will consist of 2, three foot diameter red fenders, about 220' apart and perpendicular to the course to weather mark.

**10. THE START.**

10.1 Races will be started in accordance with RRS 26. Fleet preferences for 3 or 5 minute starts will be determined at the Skippers' Meeting. For example, Snipes and Moths may prefer 3 minute starts.

10.2 Class Flag Assignment.

Class	Flag
1	numeral 1
2	numeral 2
3	numeral 3
4	numeral 4
5	numeral 5

In the likely event that some boats will not have flags, they need not fly them, however this will require them to make notes at the skippers' meeting regarding order of start.

- 10.3 **L flag** (general hail/check-in), **AP flag**(postponement), or the **First Substitute** (general recall), will typically be lowered accompanied by **multiple horn blasts one** minute before a WARNING flag. This modifies RRS.
- 10.4 The class starting sequence and class flag assignments will be identified at the skippers' meeting.
- 10.5 Black numerals on a white board hanging from the R/C boat boom, indicate the assigned course (# of laps), posted at the Warning signal.
- 10.6 Black numerals on a white board on the R/C boat transom indicate course to windward mark.
- 10.6 The port end of the starting line is an orange tetrahedron. The starboard end is marked by an orange flag on the committee boat.
- 10.7 Contact with the RC boat may be grounds for disqualification by the RC without a hearing. An inflatable buoy or pin boat may be streaming from the stern of the RC boat in which case it shall be considered part of the RC boat.

## 11. **RECALLS**

- 11.1 Individual recalls will be signaled in accordance with RRS 29.1. The sound signal will be a horn. The Race Committee will attempt to hail OCS starters by bullhorn and VHF channel 69, but failure to hear said notification shall not lead to a successful redress request. If using the 3 minute start sequence, the X flag will remain up a maximum of only 2 minutes. This changes RRS 29.
- 11.2 When a general recall has been signaled (two horn blasts), the clock will continue to run and the class recalled will restart after all other classes start in their normal order. **Listen and watch for your class flag.** Assuming only one general recall per start sequence, the recalled class would then start last, although there is nothing to prevent other classes from being general recalled as well. **The restarted class may be assigned a course other than initially signaled** – recheck the course at your **Warning**.

## 12. **MARK SET BOATS**

Mark set boats are identified with a RC flag. A Mark boat may be stationed near the pin end of the start/finish line and is authorized to identify and hail OCS starters, and record finishers. Mark boats are to be considered “obstructions”, even if not anchored. Keep clear.

## 13. **CHANGES OF COURSE ORIENTATION AFTER THE START**

- 13.1 When changing the course after a start, the race committee will lay a new mark and lift the original mark as soon as practicable, but always before any boat has begun the affected leg(s).
- 13.2 A change of course orientation will be signaled approaching the GATE by a mark set boat sounding a horn and displaying Code flag C and displaying a red or green flag. Red

flag indicates course has been changed to the left, green to the right. The next mark may not yet be in position.

#### **14. THE FINISH**

- 14.1 When finishing upwind, the starboard end of the finish line is an orange flag on the race committee boat. The port end (pin) of the finish line is an orange tetrahedron.
- 14.2 Courses will normally have boats finishing upwind after passing thru the gate.
- 14.3 The pin will be moved in toward the RC boat after starts are finished, making the finish line much shorter.

#### **15 TIME LIMIT**

- 15.1 The time limit for the first boat of each class will be 1 hour after the start for the class.
- 15.2 Boats failing to finish within 10 minutes after the first boat of their class finishes will be scored DNF.

#### **16 PENALTIES**

- 16.1 The two-turns penalty is modified by replacing it with a single turn penalty, to include one tack and one gybe. This modifies RRS 44.

#### **17. PROTESTS**

- 17.1 Only Moth class shall be exempt because of boat length from having to signal a protest with a red flag. This amends RRS 61.1(a)
- 17.2 Boats shall inform the finish line race committee boat of their protest.
- 17.3 Protests shall be written on US Sailing forms available at the Coronado Yacht Club office and lodged there with office personnel, within one hour of the docking of the Race Committee Boat.
- 17.4 Protest notices will be posted on the Official Notice Board within 30 minutes after the protest time limit has expired to inform competitors of when and where there may be hearings that involve them as parties to protests or as witnesses.
- 17.5 Either of two protest resolution procedures may be followed, at the election of the parties.
- 17.5.1 The first procedure is non-appealable arbitration, agreed to by the several parties, consisting of one judge, the protestee(s) and the protestor(s), and at the discretion of the judge, witnesses. After a valid protest is lodged there will be pre-hearing arbitration involving the principles as above. When the facts of the incident can be determined and agreed to by the skippers involved, the Arbitration Judge shall determine the rule(s) infringed as applicable. The Arbitration Judge may then determine an appropriate penalty (up to 3 places or disqualification) for the infringing boat, or appropriate redress for the infringed boat, or forward the protest to the Protest Committee for a regular hearing per RRS63 if not acceptable to skippers involved. Pre-Hearing Arbitration rulings

once accepted cannot be appealed, and Arbitration penalty assessments are final and not subject to protest redress per RRS70.

17.5.2 The second procedure is a Protest Committee hearing within the meaning of RRS Part 5, Section B, and in general will be heard as soon as possible. Penalties may include but are not limited to “Place Penalty Assessments” (3 places minimum) as appropriate for the infraction.

17.6 Protest Committee decisions affecting regatta trophy awards are final.

## **18. SCORING**

18.1 The Low Point scoring system, rule A4, will apply, modified so that each boat's score will be the total of all her race scores.

18.2 Five races are scheduled, with no throwouts, of which 1 race must be completed to constitute a regatta.

18.3 A boat that self disqualifies (retires) shall be scored one less than disqualification by verdict.

## **19. RETIREMENT**

A boat that retires from a race is requested to notify the race committee before leaving the racing area or, if that is not practical, immediately after arriving ashore.

## **20. PRIZES**

Prizes will be awarded as follows:

Number of boats in class	Number of prizes
3-5	1
6-8	2
9-15	3

## **21. COURSES**

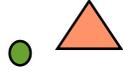
**1. A to Port, Gate, Finish**

**2. A to Port, Gate, A to Port, Gate, Finish**

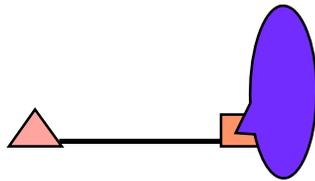
**3. A to Port, Gate, A to Port, Gate, A to Port, Gate, Finish.**

## 22. COURSE LAYOUT

“A” MARK WITH  
OFFSET



R/C BOAT  
START/FINISH LINE



GATE

