



Vice Commodore's Regatta 2023

Half Moon Bay Yacht Club

Saturday, 23 September 2023

Pillar Point Harbor, Half Moon Bay, California

SAILING INSTRUCTIONS

RULES

1. The Organizing Authority for the Regatta is the Half Moon Bay Yacht Club ("HMBYC").
2. The Regatta will be governed by the rules as defined in [The Racing Rules of Sailing](#) (the "RRS") and the [US Sailing Prescriptions](#).
3. For C15 competitors, the [Coronado 15 Association Class Rules](#) also apply.
4. *RRS Rules 42.1* and *48* are changed: use of spinnakers is *not* permitted, regardless of whether a boat is equipped to fly them.
5. *RRS Rule 44.1* is changed: the penalty for breaking a rule in RRS Part 2 is changed to one turn. However, *RRS Rule 44.1(b)* continues to apply: causing injury or serious damage, or gaining a significant advantage, obligates a boat to retire.
6. *RRS Rule 77* and *RRS Appendix G* is changed such that a boat is not required to display national letters. Boats supplied by




the HMBYC with colored sails and no sail number shall be identified by the color of the sail.

COMMUNICATION

7. The *Official Regatta Notice Board* is on the HMBYC [website](#) on the *Sailing > Racing* page, where may be found the Notice of Race (NoR), these Sailing Instructions (SI), and any addendums or amendments.

8. Any change to the SI will be made prior to 2000 hours on the day before it will take effect. Changes will be posted on the *Official Regatta Notice Board*.

9. In accordance with *RRS Rule 90.2 (c)*, changes to the SI may be made orally on the water. For keelboats, the changes will be announced by VHF radio, and for dinghies the “L”  flag will be displayed and when boats come within hail the changes will be given orally. The Race Committee will ensure that all competitors are made aware of any change. This action will only be taken in extreme circumstances.

10. On the water, the Race Committee will communicate with competitors via VHF radio on Channel 69. All keelboats are required to carry a VHF radio, and dinghies are encouraged to carry one.

SCHEDULE OF RACES

11. A Skipper's Meeting will be held at 1000 on the HMBYC deck. The Warning Signal for the first race is scheduled for 1100.

12. Five to seven races are scheduled, time permitting. There will be two sets of races, before and after a lunch break (a lunch is



included in the regatta fee). Three races will be run before lunch (four if time permits). After lunch, two (three, if time permits) races will be run. Each race will be started by class. No races will be started after 1500.

THE START

13. *RRS Rule 26* is changed to the audible-signal racing system of [US Sailing Prescriptions Appendix U](#). To *RRS Rule U3* is added: a boat starting more than 4 minutes after the start of any race will be scored Did Not Start (DNS) without a hearing. This modifies *RRS Rule A5*.


14. The class and course will be signaled by flags on the Race Committee signal boat. One-design classes will be signaled by a class burgee, and the handicap classes, if any, will be signaled by one or more letter flags as described in an addendum to these Sailing Instructions. The course will be signaled by a number flag corresponding to the course number described below. The class and course flags will be flown no later than the Warning Signal for the race. As a courtesy, the class and course also may be announced over VHF radio. The failure of a boat to hear the class and course over the radio shall not be grounds for granting redress.

15. The time limit for each race will be 60 minutes for the first boat to sail the course and finish. If no boat has finished the course within the time limit, the race will be abandoned.

16. To *RRS Rule 35* is added: a boat finishing more than 15 minutes after the first finishing boat in her class will be scored Did Not Finish (DNF).

17. As a courtesy, the Race Committee will attempt to hail boats that are On the Course Side (OCS) of the starting line at the start,



in addition to display of “X”  flag. The failure of a boat to hear the hail, an untimely hail of a boat, failure to hail a boat, and the order of the boats in the hail shall not be grounds for granting redress.

18. Boats in classes whose Warning Signal has not been made shall avoid the starting area during the starting sequence of other classes.

19. Any boat withdrawing from a race shall notify the Race Committee as soon as practical.

SCORING

20. The Low Point System of *RRS Appendix A* will apply. Two races are required to be completed to constitute a series. *RRS Rule A2.1* is modified: if fewer than four races are sailed, no scores will be excluded.

21. *RRS Rule A5.3* is invoked so that so that a boat that did not compete (DNC), came to the starting area but did not start (DNS), was on the course side of the starting line at the start (OCS), did not sail the course (NSC), did not finish (DNF), retired (Ret), or was disqualified (DSQ) shall be scored points one more than the number of boats that came to the starting area.

PROTESTS AND REQUESTS FOR REDRESS

22. *RRS Rule 61.1(a)* is changed so that a boat intending to protest an incident that occurs in the race area shall notify the Race Committee of her intention as soon as possible after finishing, including the sail number or other identification of the boat(s) being protested. A red flag need not be displayed.



23. The Race Committee will speak to the parties involved and attempt to resolve the dispute in a manner that is acceptable to all parties. If the Race Committee is able to come to such a resolution, it shall be implemented with respect to the scoring of the parties involved.

24. If the protest or request for redress cannot be resolved in a manner acceptable to all parties, a protest or request for redress then shall be delivered, in writing, to the Race Committee. Protest forms are available [here](#).

25. Notices will be posted within forty minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in a location and time to be announced.

26. Notices of protests by the Race or Protest Committee will be posted to inform boats under *RRS Rule 61.1(b)*.

SAFETY

27. *RRS Rule 40.1* is invoked: all competitors shall wear a U.S. Coast Guard approved Type I, II, III or V Personal Floatation Device. Wet suits and dry suits are *not* personal floatation devices. Note, however, that due to the typically cold waters of Pillar Point harbor **wet suits/dry suits are strongly encouraged for all dinghy classes.**

28. If a sailor thinks he or she has been exposed to COVID-19, then he or she should **NOT ATTEND** the Regatta.

29. All participants must agree to the Half Moon Bay Yacht Club *Waiver and Release of Liability for the Vice Commodore's Regatta*. A signed copy must be submitted via email

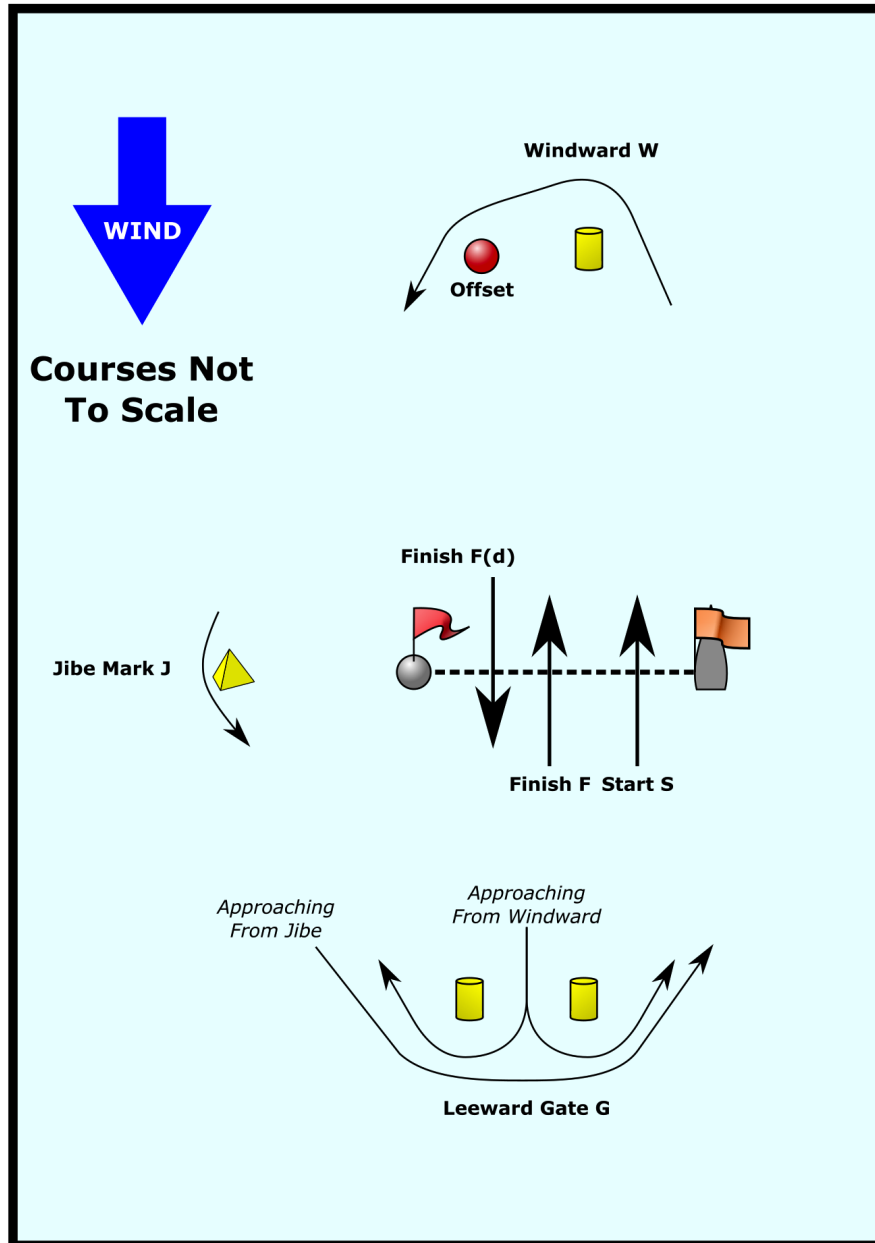


(office@hmbyc.org) before the Regatta, or in person before the start of the Regatta. The form is found [here](#).



COURSES

30. The racing marks will consist of the **start/finish line (S/F)**, a **windward mark and offset buoy (W)**, a **jibe mark (J)**, and a **leeward gate (G)**, which will consist of a leeward starboard mark and a leeward port mark.





30.1 The start/finish line (**S/F**) will be marked by an orange flag displayed on the signal boat and a small buoy with an orange flag on the top of a pole.

30.2 Boats shall start upwind, going between the signal boat and the small buoy. The selected course determines whether the finish is upwind or downwind. When finishing downwind, the course description so indicates by “F(d)”.

30.3 For all courses, the start/finish line will be restricted. A boat that sails through the start/finish line during a race and does not correct her error according to *RRS Rule 28.2* will be scored DSQ without a hearing.

30.4 The windward mark (**W**) will be a temporary inflatable mark to windward of the signal boat. The windward mark has an offset buoy that will be a red ball. Boats shall leave the windward mark and its offset to port.

30.5 The jibe (**J**) mark will be a temporary inflatable mark. Boats shall leave the jibe mark to port.

30.6 The leeward (**G**) gate will consist of two temporary inflatable marks to leeward of the signal boat.

When approaching the gate from the windward mark, boats shall pass between the port and starboard gate marks from the windward side and round either mark. Boats shall leave the gate without crossing back through the gate.

When approaching the gate from the jibe mark, boats shall leave **both** the port and starboard marks of the gate to port.



31. There will be seven courses. The first six courses use the same marks:

Course 1. *windward leeward:*



S - W - G - F

Course 2. *windward leeward twice:*



S - W - G - W - G - F

Course 3. *windward (downwind finish):*



S - W - F(d)

Course 4. *windward twice (downwind finish):*



S - W - G - W - F(d)

Course 5. *triangle:*




S - W - J - G - F

Course 6. *triangle windward leeward:*



S - W - J - G - W - G - F

Course 7  , the “harbor tour,” will use the same start/finish line and the same windward mark and offset as the first six courses, but will use the breakwater defining Pillar Point inner harbor as the leeward mark, which must be left to starboard. The finish is using the same start/finish line, which must be crossed upwind.