



2024 General Sailing Instructions

These Sailing Instructions, unless otherwise noted, apply to all the events for which Race Circulars appear in this book. Races shall be under the control of the Organizing Yacht Club (OA) but any portion of this GSI not specifically changed by the OA will apply.

Racing Rules: All events shall be governed by the rules as defined by *The Racing Rules of Sailing, 2021-2024*.

Entries: Entries shall be according to the procedures and deadlines set forth by the OA for each event. It is the sole responsibility of the entrant to see that the entry is on time and complete. Unless entries are done electronically, a CBYRA Standard Entry Form is recommended. A copy of that form is located in the back of this book. Fleet change policies are at the discretion of the OA.

Ratings: Except for Cruising Class, all boats must have a current, valid PHRF rating certificate. Cruising Class boats will be given a courtesy rating by the host club for that event. This courtesy rating is not subject to challenge or appeal. Cruising Class boats may not use spinnakers or double-headsail rigs. Unless otherwise specified in the individual Race Circular, the “Nearshore” Safety Standards will apply.

Sail Numbers: Except for Cruising Class, all boats shall display CBYRA issued sail numbers, in conformance with RRS 77, except that a boat belonging to a One-Design class may alternately use the sail marking of her class. A boat shall not display conflicting or obscured sail numbers without prior approval of the race committee for that race. Only a race committee may protest a boat for violating this rule. This changes RRS 60.1.

Class Flags and Splits: All competing boats must clearly display their Class Code Flag from the backstay or, if no backstay, from the stern pulpit.

<u>Class</u>	<u>Rating Range</u>	<u>Code Flag</u>
PHRF A	Up to 99	9
Viper/Melges 24	One-Design	Yellow
PHRF B/C	100-151	6
PHRF NS (2 HS)	All ratings	5
PHRF Cruising (Spin)	All ratings	
2 nd Substitute		
PHRF Cruising (Non-Spin)	All ratings	#8 Pennant
Cruising (1HS)	All ratings	White

** Races having additional fleets must designate those class flags in the S.I.s for that event.

Racing Area: The Race Circular shall identify the racing area. Once she is anchored, the RC may move the starting line to a new location by displaying Code Flag “L” (“Follow Me”) and sounding one horn. In addition, the RC may position the starting line within up to 1.5 nm of the location designated in the S.I.s without making a signal.

Severe Weather: Weather conditions may require cancellation of an event, relocation of the racing area, or adjustment of the scheduled starting time. In such case, the RC will make a radio announcement on VHF-72 approximately 90 minutes prior to scheduled warning and continue that radio announcement periodically for as long as they deem necessary.

Courses: The course to be sailed will be designated in the Race Circular or by using letters and numbers on a Course Board displayed on the RC Signal Boat prior to Warning. The final letter of the course indicates the finish. If the course consists of multiple marks, marks shall be rounded in the sequence in which they are displayed (reading left to right or top to bottom). Marks designated in RED shall be left to PORT. Marks designated in BLACK shall be left to STARBOARD. In addition, there is a separate section in this Guide that explains the procedure for designation of Drop Mark or Combo Courses. Good practice for competitors is to take a picture of the course board to reduce the chance of transcription error when copying down the course. If a course is modified after being posted, the RC shall display Code Flag “L” with one sound signal and leave it up for as long as they deem necessary for all boats to note the change. Best practice, is for the RC to also alert racers to the change via VHF-72. When using simple windward/leeward courses, best practice is for RCs to announce the course on the radio, giving the course to be sailed as well as the bearing and distance to the first mark. However, RCs are cautioned against using radio announcements involving other types of courses, given the chance of error in transmission or reception. Unless required in the race documents, the RC is never required to announce courses on the radio and should always back it up with a Course Board.

Marks: Marks shall correspond to the CCV Mark List elsewhere in this book unless otherwise specified in the S.I.s for the event. There is a separate list of CCVR Bay Marks and Harbor Marks. The listed position of marks is approximate and not intended to be used for navigation. In the event that a designated government mark is missing, boats shall round the nearest charted aid to navigation.

Start: Races will be started using RRS 26 unless an alternate starting system is specified. The RC may attempt to alert competitors that a sequence is about to start with an Attention Signal. This shall be a series of short sounds made approx. one (1) minute prior to Warning. This is not a timed signal. Use of some form of Attention Signal is recommended to assist racers in preparing to start timers, watches, etc. Unless otherwise noted, the starting line will be between an Orange Flag on the RC Signal Boat and the adjacent fixed or drop mark. The RC may set a “Stand-Off Buoy” from its stern. This buoy is considered to be part of the starting mark for purposes of RRS 31 (Touching A Mark).

Boats are urged to remain clear of the starting area when other boats are starting. Boats not racing must keep clear of boats that are racing.

Recalls: Individual Recalls will be as per RRS 29.1. In addition to promptly displaying Code Flag “X” and making a sound signal, the RC may attempt to notify premature starters via VHF-72. If notification is intended, the S.I.s should so state. Neither the failure of this transmission to be made or heard, the promptness of a notification, nor a boat’s position in the sequence of notifications shall be grounds for granting redress. This changes RRS 60.1(b) and 62.1(a).

Finish: Unless otherwise specified, the Finish Line will be between the staff displaying a blue flag on the RC Finish Boat and the adjacent fixed or drop mark.

The display of Code Flag “A” without sound signal as boats finish means “No more racing today”. Each boat is responsible for recording its own finish time as well as listing the boats finishing directly ahead of and behind them. This information shall be provided to the RC upon request.

A boat approaching a finish line at night shall show a white light when ¼ mile away to call attention to her presence and, when crossing the line, illuminate her sail numbers.

Calling Boats In: In the interest of starting another race or completing the scoring in a timely manner, the RC may assign a finish position to the final finisher(s) in a class, provided that position can be determined to a reasonable certainty. Such boats will be scored as finished and, if another race is to be sailed, should return to the starting area as quickly as possible. This changes RRS A4 and A5.

Scoring: The Low Point Scoring System of Appendix A shall be used unless modified in the Race Circular. One race is required to constitute a series. A boat’s score for a series shall be the sum of all her scores in that series unless otherwise indicated. This changes RRS A2.

Protests: Unless otherwise specified, protests must be in writing and delivered to the PRO within one (1) hour of the RC docking. A boat intending to protest an incident in the racing area must so inform the RC immediately upon finishing or retiring. This notification may be by hail or VHF radio transmission and must be continued until acknowledged by the RC. This changes RRS 61.1.

Boats are reminded that, to properly file a protest, a boat MUST:

1. Display a red protest flag at the first reasonable opportunity.
2. Hail the protested boat immediately...using the word “protest”. If beyond hailing distance, the protesting boat need not hail but must inform her of the protest at the first reasonable opportunity.
3. Notify the RC of her intent to protest immediately upon finishing or retiring.
4. File a written protest within the time limit.

Penalties: RRS 31 (Touching A Mark), RRS 44.1 (Taking a Penalty) and 44.2 (One-Turn and Two-Turn Penalties) are in effect. However, RRS 44.3 (Scoring Penalty) is not in effect.

Boats are reminded of the wording of RRS 44.1(b) that says, “If a boat caused injury or serious damage...her penalty shall be to retire”. This rule includes collisions with an RC vessel.

Radios: All boats shall have aboard a working VHF radio. The RC may broadcast its intentions, reasons for and possible duration of postponements, courses to be sailed, timing information, premature starters, safety considerations, etc. Such broadcasts are as a courtesy only and do not relieve boats of their responsibility to observe and respond appropriately to RC flags and signals.

Retirement: Any boat retiring from a race and/or not intending to start a subsequent race shall promptly report this to the RC via hail or radio transmission and continue doing so until acknowledged by the RC. This notification is extremely important so that the RC may fulfill their responsibility to account for all boats at the conclusion of the race. Boats failing to make this notification may be protested by the Race Committee and/or Protest Committee and penalized under Rule 2 (Fair Sailing).

Commercial Traffic: A boat shall not exercise right of way over, cross in close proximity to, or interfere in any way with commercial or military vessels or with tugs and tows that are unable to respond easily. Any boat protested under this rule will have the burden of proof that she did not interfere with the restricted vessel. Boats are encouraged to contact commercial traffic on VHF-13 if they are uncomfortable with their proximity to such ships.

Such protest may be filed by any competitor or RC person who observed the incident. In addition, the Race Committee, Protest Committee, or Organizing Authority may file a protest based on a report received from the offended vessel or from local military and/or civilian port authority. The penalty for breaking this rule shall be Disqualification under Rule 2 (Fair Sailing). Such protest must be filed within 24 hours of the RC/OA receiving the report of the incident.

If a boat without way in a deep ship channel must use her engine to clear the channel, she shall not improve her position in the race, but may continue racing. Immediately upon finishing, she must report the incident to the RC and request redress for breaking RRS 42.1 (Propulsion).

Equipment: Unless otherwise specified, “Nearshore” Safety Standards apply. It shall be the individual responsibility of each competitor to wear adequate personal buoyancy as conditions warrant.

Disclaimer of Liability: Competitors participate in the regatta entirely at their own risk. See Rule 3, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

It is the sole responsibility of the Skipper to ensure the boat complies with all class rules and that the boat is sound, seaworthy, and manned by a competent crew of appropriate number.

(Revised 2024)

Drop Mark Courses

For drop mark courses, the starting line will be located approximately 0.1nm to leeward of the leeward mark or gate. The leeward mark or gate is not a mark of the course on the first leg of the course.

For courses finishing to leeward, the finish line will be located approximately 0.1nm to leeward of the leeward mark or gate. In this case, the leeward mark or gate is not a mark of the course on the final leg unless the course is shortened at that mark.

For courses finishing to windward, the finish line will be between an orange flag on the Race Committee boat and the windward mark.

When drop mark courses are used, the class flags on the course board will be followed by a red letter (and possibly a number) indicating which of the following courses is to be sailed. The Race Committee shall also display the approximate length and magnetic bearing of the first windward leg.

To change the position of a mark, the Race Committee will lay a new mark and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. The new mark will be of a different shape and/or color. If a subsequent change is necessary, the new mark will be replaced by the original mark.

When a mark is changed, the Race Committee shall signal the change course by displaying Code Flag "C" with repetitive sound signals and indicating the magnetic bearing to the new mark or displaying a red flag (the change is to port) or a green pennant (the change is to starboard). A change in the distance to the new mark shall be shown by displaying a minus sign if the leg will be shortened or a plus sign if the leg will be lengthened.

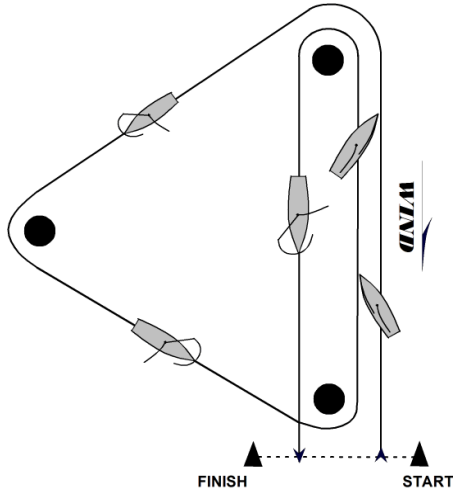
When Code Flag "Q" is displayed with Code Flag "C", the course change will apply only to the final weather leg for each fleet.

As per RRS 32, a course may be shortened at any turning mark.

(Revised 2020)

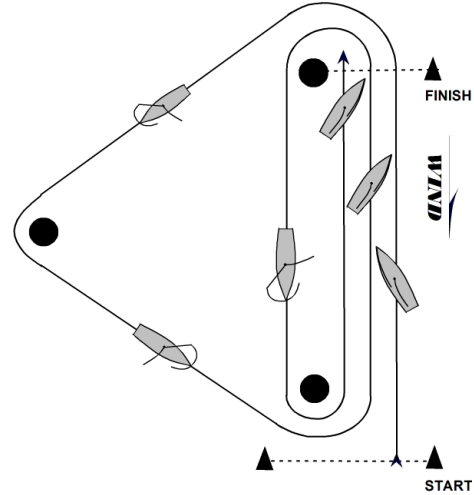
Drop Mark Course Diagrams

Course “T L”
(Triangle/ Windward/Leeward)



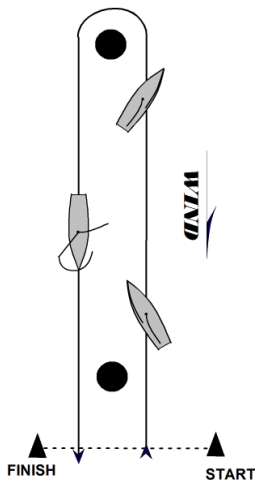
Course “TL” finishes downwind.
A number following “TL” on the course board indicates the number of windward / leeward laps to be sailed **after** doing the initial (and only) triangle. If no such number appears, sail the course as per the diagram.

Course “T W”
(Triangle/Windward/Leeward/Windward)



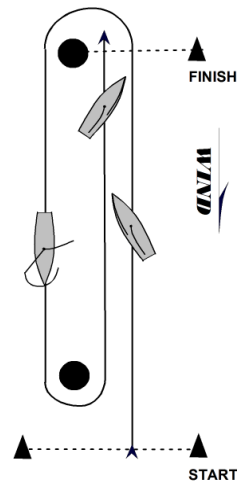
Course “TW” finishes upwind.
A number following “TW” on the course board indicates the number of windward / leeward laps to be sailed **after** doing the initial (and only) triangle and **before** the final windward leg. If no such number appears, sail the course as per the diagram.

Course “L”
(Windward / Leeward)



Course “L” finishes downwind.
A number following the “L” on the course board indicates the number of complete windward / leeward laps to be sailed. If no such number appears, sail the course as per the diagram.

Course “W”
(Windward/Leeward/Windward)



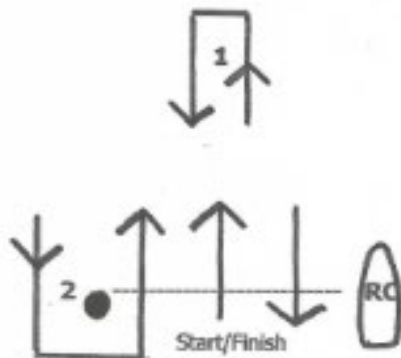
Course “W” finishes upwind.
A number following the “W” on the course board indicates the number of complete windward / leeward laps to be sailed **before** the final upwind leg. If no such number appears, sail the course as per the diagram.

CCV COMBO COURSE

If no mark boat is present for a drop mark race, a Combo Course may be used...wherein a CCV Mark is designated as the first mark (Mark 1) and a drop mark is used as the start/leeward/finish mark (Mark 2). A purple decal on the top line of the course board indicates that a Combo Course will be used.

COMBO COURSE DIAGRAM

For a Weather Start, the Start/Finish Line will be laid to leeward of Mark 1.



- Mark 1 is the first mark of the course.
It is a fixed CCV Mark. Leave it to port.
 - Mark 2 is the start/finish pin.
Start and finish between it and the RC boat.
It is also the leeward mark for multiple lap courses.
If rounding, leave it to port.
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LEEWARD START

For a Leeward Start, the Start/Finish line will be laid to weather of Mark 1.

The RC will attempt to use weather starts, but certain wind directions make a leeward start necessary.

COURSE CHANGE

- ** The RC will announce a Course Change via VHF-72 before the first boat rounds Mark 2
 - She will fly a purple flag and make multiple sound signals before the first boat rounds Mark 2.
 - Via VHF-72, she will identify a new CCV Mark that will become Mark 1 for all subsequent laps.
 - No redress may be given regarding course changes, radio announcements, or abandonment.
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COURSE BOARD EXPLANATION

** Top Line: Purple decal indicates Combo Course. Letter indicates which CCV Mark is Mark 1.

** Bottom Line: Indicates number of complete laps each fleet shall sail.

Sample Course Board	
Purple	Q
A 3	B/C 2 N 1

Explanation

- ** Purple Decal = Combo Course Mark 1 = CCV Mark "Q"
- ** A Fleet sails 3 laps, B/C sails 2 laps, Non-Spin sails 1 lap