

# BBYRA CHAMPIONSHIP SERIES

## 2022 GREEN COURSE SAILING INSTRUCTIONS

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in the *Racing Rules of Sailing* (RRS), the prescriptions of *US Sailing*, these Sailing Instructions, the NOR, the BBYRA Regulations and class rules as applicable by fleet. Documents are available on the website [www.bbyra.org](http://www.bbyra.org).
- 1.2 RRS 60.1 is modified so that a boat may not protest another boat for an alleged breach of any class rule other than class equipment measurement/membership rules.

### 2 NOTICES TO COMPETITORS

- 2.1 The Official Notice Board for Notices to Competitors shall be the BBYRA website [www.bbyra.org](http://www.bbyra.org).
- 2.2 The Protest Notice Board shall be the BBYRA website [www.bbyra.org](http://www.bbyra.org).

### 3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to these Sailing Instructions will be posted on the BBYRA website Official Notice Board at least 24 hours prior to the scheduled AM or PM First Warning Signal or on the water communicated to each boat prior to her warning signal.

### 4 SIGNALS MADE ASHORE

- 4.1 There will be no signals made ashore.

### 5 SCHEDULE OF RACES

- 5.1 See GREEN COURSE CLASS SIGNALS AND STARTING TIMES for race schedule and warning times.
- 5.2 For morning races, no warning signal shall be made after 1130.
- 5.3 For afternoon races, no warning signal shall be made after 1530.

### 6 THE COURSES

- 6.1 Green Course Race Venues:
  - a) On race days hosted by yacht clubs north of the Mathis Bridge, the racing area will be the Green Island Course. On race days hosted by yacht clubs south of the Mathis Bridge, the racing area may be either the Wanamaker Course or the Seaside Park Course.
  - b) On SPYC race day, the racing area will be the Seaside Park Course, west of Seaside Park Yacht Club.
- 6.2 Portable Mark Courses:
  - a) The course designator W, S, 0 or T and the number of legs shall be displayed on a placard on the Start Boat.
    - i. Course W is a windward/leeward course.
    - ii. Course S is a windward/leeward course, where the windward or leeward mark may be the short mark (see 6.2.b below).
    - iii. Course 0 is an Olympic Triangle.
    - iv. Course T is a triangle.
  - b) If the letter "S" is displayed FOLLOWING the number of legs, then the leeward mark is the short mark. If the letter "S" is displayed PRECEEDING the number of legs, then the windward mark is the short mark.
  - c) If the "C" flag is displayed on the stern of the Start Boat during the start sequence, the windward mark shall be the change mark (as provided in SI 7.2b).
  - d) An offset may be employed at the weather mark. When present, boats shall round the offset mark to port while approaching and after rounding the weather mark.
  - e) When the letter "G" is signaled on the course placard, a gate will be set as the leeward mark on any windward-leeward course. When a leeward gate is set, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
  - f) If one of the gate marks is missing, the remaining mark in position shall be rounded to port.

g) Examples:

- i. Example: W4G is a four-leg windward/leeward course, finish downwind, with a gate as the leeward mark
- ii. Example: S5G is a five-leg windward/leeward course, finish to windward, with a gate as the leeward mark, and the short mark as the windward mark.
- iii. Example: W4S is a 4-leg windward/leeward course, finish to leeward, where the leeward mark is the short mark.

6.3 Fixed Mark Courses:

a) Fixed mark courses are numbered courses using fixed marks. See UPPER BAY COURSE CHART and LOWER BAY COURSE CHART for a list of courses consisting of the approximate location of marks, the order in which marks are to be passed, and the side on which each mark is to be left.

6.4 Course Board:

a) The course to be sailed will be displayed not later than the Preparatory Signal for each fleet. This modifies RRS 27.1. Any special course not included in these instructions will be posted on the official notice board.

6.5 Club Finishes:

a) For a race with a club finish, the last leg of the posted course is from the last turning mark to the host club.

## 7 MARKS

7.1 For fixed mark courses, permanent marks will be drums painted orange and white with identifying letters in black.

7.2 For Portable Mark Courses:

- a) The turning marks of the course will be large yellow balls.
- b) The change mark as provided in SI 6.2(c) and SI 10 will be a large orange ball.
- c) The short mark, when used as either the windward mark for course S, or as the leeward mark, shall be a large yellow mark with yellow and black alternating panels. The short mark will be placed to leeward of the windward mark and to windward of the leeward mark or gate.

7.3 A missing mark will be replaced either by an orange tetrahedron or boat displaying Signal Flag M.

## 8 THE START

8.1 Races will be started using RRS 26.

8.2 The starting line will be between a staff displaying an orange flag on the Start Boat at the starboard end and an orange mark at the port end.

8.3 Boats whose warning signal has not been made shall avoid the starting area. After starting and before finishing, a boat may not cross the start line.

8.4 The race committee may attempt to hail and broadcast sail numbers of boats that are OCS on VHF Radio. Failure to hail or broadcast any sail numbers; failure of a boat to receive the recall hail or broadcast; a boat's position in the sequence of hail or broadcast numbers; promptness of the hail or broadcast shall not be grounds for redress. This changes RRS 29.1 and RRS 62.1(a).

8.5 A small limiting mark may be attached to the stern of the Start Boat, and if present, shall be considered part of the Start Boat.

8.6 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RR A5.1 and A5.2.

## 9 THE FINISH

9.1 For upwind finishes, the finishing line will be between a staff displaying a blue flag or shape on the Finish Boat and an orange mark on the port side of the Finish Boat. There will be a single upwind Finish Boat serving both portable and fixed mark courses.

9.2 IN THE AM SERIES ONLY- For downwind finishes, competitors will take an orange ball to port, located in the vicinity of the Start Boat's starboard bow, and turn approximately 90 degrees to port to the Finish Boat approximately 100 yards displaying a blue flag or shape. The finish will be between the Finish boat and an orange ball leeward of the Finish Boat.

9.3 IN THE PM SERIES ONLY- For downwind finishes, competitors will finish between a staff displaying a blue flag or shape on the Start Boat starboard side and an orange ball in the water.

9.4 For club finishes, the finishing line will be between a staff displaying a blue flag or shape at the host club and an orange mark.

## **10 CHANGING THE NEXT LEG OF THE COURSE**

- 10.1 During the race, marks may be repositioned without signal for minor changes in the course. This shall not be grounds for redress. This modifies RRS 33 and RRS 62.1.
- 10.2 When a change in course is signaled, the new mark shall be the change mark as provided by SI 7.2(b). If a subsequent change is signaled, the new mark shall be the original mark.

## **11 PENALTY SYSTEM**

- 11.1 A boat that may have broken a rule of Part 2 may either take a penalty as prescribed in RRS 44.1 or a Scoring Penalty as prescribed in RRS 44.3.
- 11.2 For all classes, RRS 44.1 is changed so that the One-Turn Penalty (one tack and one gybe) replaces the Two-Turns Penalty.

## **12 POSTPONEMENT AND ABANDONMENT**

- 12.1 A postponement signaled before 1200 does not apply to afternoon races. This changes RRS Race Signals.
- 12.2 Flag N over A over first substitute will abandon all races for the morning. This modifies RRS Race Signals.

## **13 TIME LIMITS**

- 13.1 If no boat has finished a race within two hours, the RC shall abandon the race.
- 13.2 Boats failing to finish within two hours, or within 20 minutes after the first boat sails the course and finishes, or by 1230 for the morning races (whichever is earlier), shall be scored TLE (Time Limit Expired) without a hearing. This modifies RRS 35 and A.5.3. For Special Long Races and Club finishes, 20 minutes is replaced with 30 minutes.

## **14 PROTESTS AND REQUESTS FOR REDRESS**

- 14.1 A boat shall inform the race committee finish boat immediately after finishing of its intention to protest another boat and provide the sail number of the protested boat. This changes RRS 61.
- 14.2 Protest forms are available online at [www.bbyra.org](http://www.bbyra.org). Protests and requests for redress or reopening shall be delivered within the appropriate time limit either:
  - a) Electronically at [www.bbyra.org](http://www.bbyra.org) for all weeks except the last race day of the Series (SPYC), or
  - b) On the last race day of the series (SPYC) only, in person to the Protest Committee Chairman or Secretary, Area PRO, or BBYRA Flag Officer.
- 14.3 The protest time limit is 2000 on the day of the race in question, except on the last scheduled racing day when the protest time is 45 minutes from the time the Green Course Start Boat docks. This modifies RRS.61.3
- 14.4 Notices will be posted as soon as possible after the protest time limit on the official Protest Committee notice board at [www.bbyra.org](http://www.bbyra.org). Hearings will be held at Regatta Headquarters commencing at 1600 on the next scheduled race day or at a location and time agreed upon by the protest committee and interested parties, except on the last race day when hearings will be held immediately following the races. Protests may be held online via Zoom when applicable.
- 14.5 Breaches of Instructions SI 8.3, 16.1, 16.2, 16.3 and 17 shall not be grounds for protest by a boat. This changes RRS 60.1(a).

## **15 SCORING**

- 15.1 In order to qualify for the Championship, a boat must check in with the Start Boat in at least 50% of the races started for her class.
- 15.2 RRS A5.3 shall apply.
- 15.3 For all classes, RRS A2 is modified so that: A boat's worst race of the Championship Series will be dropped on an ongoing basis after the 5th, 10th, 15th and 20th race is completed and revised race scores posted on the BBYRA website. Drops are directly related to the number of races completed, and no fleet will receive more than 4 drops.
- 15.4 The last sentence of RRS A5.3 is changed to read, "A boat that did not come to the starting area shall be scored the points equal to the number of boats that came to the starting area plus one point."
- 15.5 Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two points by the race committee without a hearing. This changes RRS A5.2.

## **16 SAFETY REGULATIONS**

- 16.1 Changes in sail number or registered skipper shall be reported to the Scorer prior to the boat's warning signal. Email [scorer@BBYRA.org](mailto:scorer@BBYRA.org) or submit through the BBYRA website: [www.bbyra.org](http://www.bbyra.org). Failure to comply with this rule may result in a boat not being scored.
- 16.2 The registered skipper need not be the helmsman but must be on board while racing.
- 16.3 A boat that either retires from a race or retires prior to starting a race shall notify the race committee or a patrol boat, either by VHF or in person, prior to leaving the race area.
- 16.4 All single-handed competitors shall wear a personal flotation device (PFD) at all times while afloat. This changes RRS 40 and the Part 4 preamble.

## **17 SAFETY EQUIPMENT CHECKS**

A boat may be inspected by the race committee at any time for compliance with the required safety equipment for her class (see NOR APPENDIX 1 for required safety equipment per class). When Flag L and a class signal are displayed at the finish line, boats in the signaled class shall proceed immediately to the inspection boat flying the same signal in the vicinity of the finish line for a mandatory safety inspection. Boats must remain in the area of the inspection boat until dismissed. While awaiting inspection, contact with other boats is prohibited. A boat that fails to comply with this sailing instruction, or does not display the required safety equipment to the inspection boat, shall be protested by the Race Committee. The penalty for breaking this sailing instruction shall be DSQ for the race immediately preceding the inspection.

## **18 RADIO COMMUNICATION**

- 18.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 18.2 VHF radio channel 68 will be used for emergencies and communication of race information.

## **19 COURTESY TEXT MESSAGING TO COMPETITORS**

- 19.1 The PRO may attempt to communicate courtesy weather alerts, delays, emergencies or other notifications in real time to competitors via text message. The BBYRA will not accept any liability for failure to transmit or a boat's failure to receive a courtesy text message. Failure to receive a text message shall not be grounds for redress. This modifies RRS 62.1 (a).
- 19.2 Competitors may sign up for courtesy text messaging by texting the letters: BBYRA to the number (848) 289-8100. An automatic confirmation will be sent when the request is received. Texts to competitors will come from the number (848) 289-8100.

## **20 RISK STATEMENT**

- 20.1 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. The organizing authority additionally will not accept any liability related illness prior to, during or after the regatta.

# 2022 CLASS SIGNALS & STARTING TIMES

## Green Course

X indicates Class scheduled.

Signals will be omitted for Classes not scheduled.

### MORNING RACES: FIRST WARNING 9:20 AM

CLASS	SIGNAL	6/25	7/2	7/9	7/16	7/23	8/6	8/13	8/20	8/27	9/3
		BH MC	IH+	MA MR	TR	SA	OG PB	NB	BD+ OCC	LA	SP+
MC SCOW	G	X	X		X	X	X	X		X	X
M SLOOP	T	X	X	X	X	X		X	X	X	X
LASER FULL	R	X	X	X	X	X	X	X	X	X	X
LASER***	R	X	X		X	X		X	X	X	X
SNEAKBOX	K		X	X	X		X		X	X	X
SANDPIPER	O	X		X		X	X	X		X	X
SUNFISH	W		X	X	X						X
<b>SECOND MORNING RACES</b>											
MC SCOW	G	X	X		X	X	X	X		X	X
M SLOOP	T	X	X	X	X	X		X	X	X	X
LASER FULL	R	X	X	X	X	X	X	X	X	X	X
LASER***	R	X	X		X	X		X	X	X	X
SNEAKBOX	K		X	X	X		X		X	X	X
SANDPIPER	O	X		X		X	X	X		X	X
SUNFISH	W		X	X	X						X

### AFTERNOON RACES: FIRST WARNING 1:15 PM

CLASS	SIGNAL	BH MC	IH+	MA MR	TR	SA	OG PB	NB	BD + OCC	LA	SP+
A CAT	F	X	X	X	*X	X	**X		X	X	X
FLYING SCOT	FS Class	X	X	X	X	X	X	X	X	X	X
ENSIGN	D	X	X	X	X	X	X	X	X	X	X
SANDERLING	J	X	X		X	X	X	X		X	X
SUNFISH	W					X	X		X	X	
<b>SECOND AFTERNOON RACES</b>											
A CAT	F	X	X	X		X			X	X	
FLYING SCOT	FS Class	X	X	X	X	X	*X	X	X	X	
ENSIGN	D	X	X	X	X	X	X	X	X	X	
SANDERLING	J	X	X		X	X	X	X		X	
SUNFISH	W					X	X		X	X	

X – FLEETS RACE GREEN AREA

\* Finish at Host Yacht Club

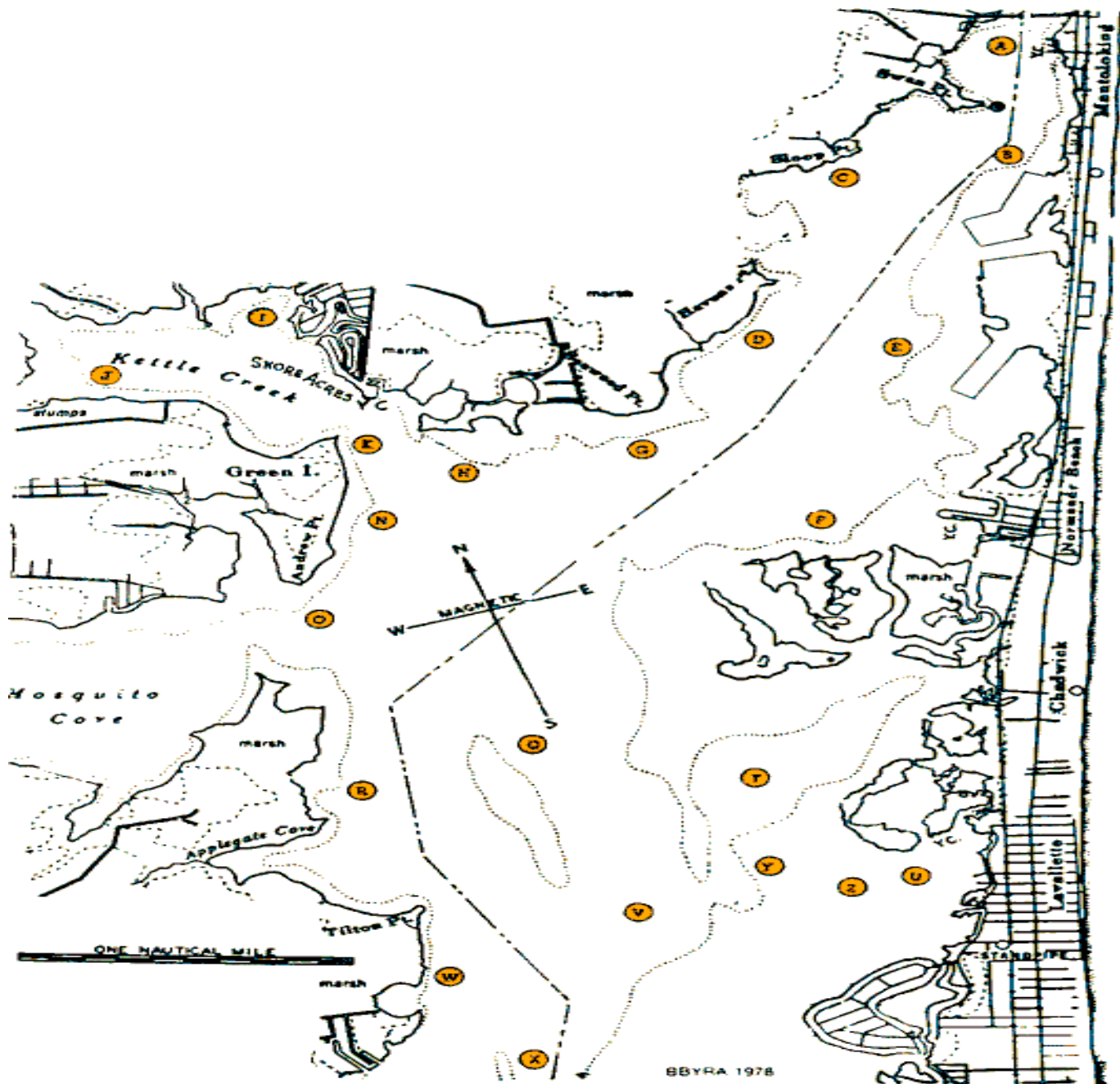
\*\* Special Course, Start/Finish at OGYC

\*\*\* Includes Radial and 4.7 rigs

+ Green Fleets racing on Seaside Course

The signal indicates the Fleet's Class Flag used

FIXED MARK COURSES UPPER BAY					
COURSE NO.	BOUYS	MILES	COURSE NO.	BOUYS	MILES
<b>NORTHEAST WIND</b>			<b>SOUTHWEST WIND</b>		
<b>Start Near O</b>			<b>Start Near E</b>		
10.	L-GP-HP-OP-L	4.6	44.	L-GP-FP-EP-L	3.1
11.	L-GP-NP-OP-L	4.8	45.	L-GP-FP-EP-GP-EP-L	4.9
12.	L-GP-HP-OP-GP-OP-L	7.6	<b>Start Near G</b>		
13.	L-GP-NP-OP-GP-OP-L	7.8	46.	L-OP-QP-GP-L	5.7
<b>Start Near F</b>			47.	L-OP-QP-GP-OP-GP-L	8.7
14.	L-EP-DP-FP-L	3.3	<b>Start Near T</b>		
15.	L-EP-GP-FP-L	3.4	48.	L-VP-YP-TP-L	2.9
16.	L-EP-DP-FP-EP-FP-L	5.1	49.	L-VP-YP-TP-VP-TP-L	4.7
17.	L-EP-GP-FP-EP-FP-L	5.2	<b>WEST WIND</b>		
<b>Start Near Q</b>			<b>Start Near E</b>		
18.	L-GP-HP-QP-L	5.3	50.	L-GP-FP-EP-L	3.4
19.	L-GP-NP-QP-L	6.0	51.	L-GP-FP-EP-GP-EP-L	5.2
20.	L-GP-HP-QP-GP-QP-L	8.7	<b>Start Near T</b>		
21.	L-GP-NP-QP-GP-QP-L	9.4	52.	L-RP-VP-TP-L	5.5
<b>Start Near V</b>			53.	L-RP-VP-TP-RP-TP-L	8.1
22.	L-TP-QP-VP-L	6.0	<b>NORTHWEST WIND</b>		
23.	L-TP-QP-VP-TP-VP-L	7.8	<b>Start Near F</b>		
<b>EAST WIND</b>			54.	L-HP-OP-FP-L	4.7
<b>Start Near O</b>			55.	L-HP-OP-FP-HP-FP-L	6.7
24.	L-FP-GP-NP-L	5.3	<b>Start Near Q</b>		
25.	L-FP-GP-NP-FP-NP-L	8.3	56.	L-OP-RP-QP-L	4.0
26.	L-FP-HP-OP-L	5.7	57.	L-OP-RP-QP-OP-QP-L	6.0
27.	L-FP-DS-ES-OP-L	8.0	<b>Start Near Y</b>		
<b>Start Near N</b>			58.	L-QP-VP-YP-L	3.3
28.	L-FP-GP-NP-L	5.0	59.	L-QP-VP-YP-QP-YP-L	5.3
29.	L-FP-GP-NP-FP-NP-L	8.0	<b>NORTH WIND</b>		
30.	L-FP-GP-OP-1_	4.5	<b>Start Near F</b>		
31.	L-FP-DS-ES-NP-L	6.5	60.	L-DP-GP-FP-L	3.6
<b>Start Near Q</b>			61.	L-DP-GP-FP-DP-FP-L	5.6
32.	L-TP-QP-RP-L	2.8	<b>Start Near Q</b>		
33.	L-TP-QP-RP-TP-RP-L	4.2	62.	L-HP-OP-QP-L	4.4
<b>SOUTHEAST WIND</b>			63.	L-HP-OP-QP-HP-QP-L	7.0
<b>Start Near G</b>			<b>Start Near V</b>		
34.	L-FP-EP-GP-L	3.2	64.	L-QP-RP-VP-L	4.0
35.	L-FP-EP-GP-FP-GP-L	4.6	65.	L-QP-RP-VP-QP-VP-L	6.0
<b>Start Near Q</b>					
36.	L-YP-TP-QP-L	3.6			
37.	L-YP-TP-QP-YP-QP-L	5.8			
<b>SOUTH WIND</b>					
<b>Start Near D</b>					
38.	L-FP-EP-DP-L	2.4			
39.	L-FP-EP-DP-FP-DP-L	5.4			
<b>Start Near Q</b>					
40.	L-VP-YP-QP-L	3.5			
41.	L-VP-YP-QP-VP-QP-L	5.5			
42.	L-VP-TP-QP-L	3.6			
43.	L-VP-TP-QP-VP-QP-L	5.6			



## FIXED MARK COURSES LOWER BAY

COURSE NO.	BOUYS	MILES	COURSE NO.	BOUYS	MILES
<b>NORTHEAST WIND</b>			<b>SOUTHWEST WIND</b>		
<b>Start Near G</b>			<b>Start Near H</b>		
10.	L-FP-HP-GP-L	3.6	34.	L-IP-XP-HP-L	3.5
11.	L-FP-HP-GP-FP-GP-L	5.0	35.	L-IP-XP-HP-IP-HP-L	5.7
<b>Start Near X</b>			<b>Start Near F</b>		
12.	L-FP-HP-XP-L	3.4	36.	L-XP-EP-FP-L	4.8
13.	L-FP-HP-XP-FP-XP-L	6.2	37.	L-XP-EP-FP-XP-FP-L	7.6
<b>Start Near C</b>			<b>Start Near F</b>		
14.	L-DP-EP-CP-L	3.7	38.	L-GP-EP-FP-L	3.6
15.	L-DP-EP-CP-DP-CP-L	5.5	39.	L-GP-EP-FP-GP-FP-L	5.6
<b>EAST WIND</b>			<b>Start Near D</b>		
<b>Start Near I</b>			40.	L-CP-AP-DP-L	3.5
16.	L-YP-HP-IP-L	5.3	41.	L-CP-AP-DP-CP-DP-L	5.5
17.	L-YP-HP-IP-YP-IP-L	8.7	<b>WEST WIND</b>		
18.	L-YP-WP-IP-L	5.4	<b>Start Near F</b>		
19.	L-YP-WP-IP-YP-IP-L	8.8	42.	L-HP-YP-FP-L	3.1
<b>Start Near C</b>			43.	L-HP-YP-FP-HP-FP-L	4.9
20.	L-AP-DP-CP-L	3.3	<b>Start Near F</b>		
21.	L-AP-DP-CP-AP-CP-L	5.1	44.	L-WP-GP-FP-L	4.0
<b>SOUTHEAST WIND</b>			45.	L-WP-GP-FP-WP-FP-L	6.5
<b>Start Near W</b>			<b>Start Near D</b>		
22.	L-GP-YP-HP-L	2.6	46.	L-EP-BP-DP-L	4.0
23.	L-GP-YP-HP-GP-HP-L	3.7	47.	L-EP-BP-DP-EP-DP-L	6.0
<b>Start Near H</b>			<b>NORTHWEST WIND</b>		
24.	L-EP-FP-HP-L	3.9	<b>Start Near G</b>		
25.	L-EP-FP-HP-EP-HP-L	6.1	48.	L-WP-XP-GP-L	3.0
<b>Start Near E</b>			49.	L-WP-XP-GP-WP-GP-L	4.8
26.	L-BP-DP-EP-L	4.2	<b>Start Near Y</b>		
27.	L-BP-DP-EP-BP-EP-L	6.6	50.	L-HP-GP-EP-L	3.0
<b>SOUTH WIND</b>			51.	L-HP <u>GP</u> EP HP <u>EP</u> L	4.6
<b>Start Near H</b>			<b>Start Near A</b>		
28.	L-XP-YP-HP-L	3.2	52.	L-EP-BP-AP-L	4.9
29.	L-XP-YP-HP-XP-HP-L	4.6	53.	L-EP-BP-AP-EP-AP-L	7.7
<b>Start Near H</b>			<b>NORTH WIND</b>		
30.	L-GP-YP-HP-L	2.6	<b>Start Near X</b>		
31.	L-GP-YP-HP-GP-HP-L	3.8	54.	L-HP-WP-XP-L	2.4
<b>Start Near D</b>			55.	L-HP-WP-XP-HP-XP-L	3.8
32.	L-BP-AP-DP-L	3.2	56.	L-HP-WP-GP-L	2.6
33.	L-BP-AP-DP-BP-DP-L	4.0	57.	L-HP-WP-GP-HP-GP-L	4.0
			<b>Start Near E</b>		
			58.	L-FP-YP-EP-L	2.4
			59.	L-FP-YP-EP-FP-EP-L	4.0
			<b>Start Near A</b>		
			60.	L-DP-CP-AP-L	3.0
			61.	L-DP-CP-AP-DP-AP-L	4.2



