



SILVER GATE YACHT CLUB

Sailing Instructions SCHOONER CUP RACE

1. RULES

1.1. This race will be governed by The Racing Rules of Sailing (RRS), including the prescriptions of US Sailing and by these Sailing Instructions.

1.2. All competitors are asked to observe International Navigational Rule 9, which in part reads “**A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway.**” RRS 60.2(a). 63.1 and A5 are modified to add that the Race Committee (R/C) may disqualify a boat that infringes on Rules 1.2 and 1.3. The disqualification will be without the benefit of a hearing when observed by or reported to the Race Committee.

1.3. International Regulations for Preventing Collisions at Sea or government right-of-way rules shall replace Section 2 of RRS between the hours of sunset to sunrise, Pacific Standard Time. Attention is called to RRS Rule 48 concerning fog signals and lights.

1.4. **Owner’s responsibility for safety:** Notwithstanding any above safety requirements, the safety of a yacht and her crew is the sole inescapable responsibility of the owner, who must do his or her best to ensure that the yacht is fully sound, thoroughly seaworthy, and manned by an experienced crew who are physically fit to face bad weather. He or she must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is used.

1.5. **NAVAL and CRUISE SHIP PROTECTION ZONE:** The Naval AND Cruise Ship Protection Zone is a 500 yard regulated area of water surrounding all US Naval and Cruise Ship Vessels. All vessels within 500 yards of such vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by any official patrol. **NO VESSEL IS ALLOWED WITHIN 100 YARDS OF US NAVAL VESSEL or CRUISE SHIP** traffic. These zones are permanently in effect.

1.6. **Contact, or forcing another boat to make contact, with the Race Committee (R/C) boat is grounds for disqualification by the R/C without a hearing.** This modifies RRS 44.1, 60.2, 63.1 and A5.

1.7 **ENGINE PROPULSION:** A yacht shall be protested for using an engine for propulsion except when she is:

- A) In danger of being run down or impeding commercial traffic, in which case she may use engine propulsion to gain a safe position,
- B) Required to aid another vessel or its crew,
- C) Engaged in search and rescue activities, or,
- D) Of a rig or hull design that precludes sailing to windward (i.e., Topsail Schooner CALIFORNIAN) and so must utilize engine power to fetch the windward mark. If engine propulsion is used, after finishing the race the skipper shall give a written report to the RC at the SGYC clubhouse. The report shall include time of incident, duration of power use, speed, direction, wind and current conditions, and the reason for using engine power. A request for time allowance redress for yachts shall be made in writing immediately upon finishing. A yacht shall not gain competitive advantage from any time allowance granted.

Joe Plymesser, SGYC Race Officer
Mark Berdan, SGYC Fleet Captain

Rich Chambers
Chairperson, Schooner Cup



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2. ELIGIBILITY

2.1. Any invited schooner rigged vessel that has notified the Race Committee of its intention to race. **GOLLYWOBLERS MAY BE FLOWN**. Spinnakers are allowed. Please notify the Committee Boat if you fly a spinnaker. Your rating will be adjusted accordingly.

3. ENTRIES & CHECK-IN

3.1. Check-in will commence when the “L” flag is hoisted. After the lowering of the “L” flag, Check-in will continue at the discretion of the Race Committee.

3.2. Eligible yachts may enter the race by checking in with the Race Committee boat prior to the first warning signal. Yachts checking in shall pass the RC boat **SLOWLY** to starboard and hail with sail number and group. Radio check-in (**VHF 67**) is acceptable prior to the first warning signal (11:15 AM). After the lowering of the “L” flag, check-in will continue at the discretion of the Race Committee.

4. SAFETY

4.1. After checking in with the R/C, a boat that retires **must** notify the R/C as soon as the decision to retire is made. This is regardless of whether or not the boat is en route to or in the vicinity of the starting area or the racecourse. Contacting the R/C after returning to the dock does not satisfy this requirement. Notifying the R/C on **VHF67** is acceptable **BUT only if acknowledged** by the R/C.

5. CLASSES

5.1. There will be 4 classes for this race:

Group “A”

Group “B”

Group “C”

Group “D” (Special Class)

6. STARTING & RACING AREA

6.1. The race will be conducted in North San Diego Bay. The starting line shall be between an orange flag on the Committee Boat and a yellow inflatable buoy located approximately abeam of the Silver Gate Yacht Club building.

7. THE COURSE

7.1. Course number will be displayed on a white board on the PORT & STARBOARD sides of the R/C boat no later than the Warning signal for the groups starting. Courses will be selected from the list of courses that are a part of these Sailing Instructions.

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8. THE START

- 8.1. Races will be started using Rule 26, SYSTEM I with groups starting at 15-minute intervals.
- 8.2. The start will be between a staff with an orange flag displayed on the R/C boat at the **STARBOARD** end of the line, and the yellow inflatable buoy at the **PORT** end.
- 8.3. **Yachts whose warning signal has not been made shall keep clear of the starting area.** This is not just the starting line. Yachts in violation may be scored DSQ without a hearing. See Section 14, Penalties. This modifies RRS 63.1.
- 8.4. A boat shall not start later than 10 minutes after her starting signal.
- 8.5 **After starting properly, a yacht shall not sail through the “Starting Line” except when finishing.** Yachts in violation shall be scored DSQ without a hearing. See Section 14, Penalties. This modifies RRS 63.1.

9. START SEQUENCE

9.1. The expected starting sequence is described below.

<u>TIME</u>	<u>SIGNAL GROUPS</u>	<u>FORM</u>	<u>SOUND</u>
11:14	Courtesy ALL	No form	5 HORN BLASTS
11:15	Warning “D”	Numeral “1” flag UP	HORN
11:16	Preparatory “D”	“P” Flag UP	HORN
11:19	“D”	“P” Flag DOWN	LONG HORN
11:20	START “D”	Numeral “1” Flag DOWN	GUN (HORN)
11:25	Warning “C”	YELLOW Flag UP	HORN
11:26	Preparatory “C”	“P” FLAG UP	HORN
11:29	“C”	“P” Flag DOWN	LONG HORN
11:30	START “C”	YELLOW Flag DOWN	GUN (HORN)
11:40	Warning “B”	GREEN Flag UP	HORN
11:41	Preparatory “B”	“P” FLAG UP	HORN
11:44	“B”	“P” Flag Down	LONG HORN
11:45	START “B”	GREEN Flag DOWN	GUN (HORN)
11:55	Warning “A”	BLUE Flag UP	HORN
11: 56	Preparatory “A”	“P” FLAG UP	HORN
11:59	“A”	“P” Flag Down	LONG HORN
12:00	START “A”	BLUE Flag DOWN	GUN (HORN)

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10. POSTPONEMENT

10.1. In the case of a postponement, the WARNING SIGNAL for the next Class start will be one (1) minute after the “AP” flag (Race Postponed) comes down.

11. RECALLS

11.1. As a courtesy, the R/C boat WILL ATTEMPT to hail boats “On Course Side” (Over the line early) via VHF 67 and/or the loud hailer as soon as possible after the start. Failure of communication equipment, failure to hear a hail or delay in hailing will not be grounds for redress. It is the responsibility of each boat to start properly.

11.2. RRS 28 is changed as follows:

11.2.1. In rule 28.1, delete the first sentence and replace with “A boat shall cross the starting line after having been entirely on the pre-start side at or after her starting signal, sail the course and then *finish*.”

11.2.2. In rule 28.2, delete the first sentence and replace with “A string representing a boat’s track from the time she begins to approach the starting line from its pre-start side to cross it until she *finishes* shall, when drawn taut, (a) pass each mark on the required side and in the correct order, (b) touch each rounding mark, and (c) pass between the marks of a gate from the direction of the course from the previous mark. She may correct any errors to comply with this rule, provided she has not finished.”

11.2.3. Add new rule 28.3 Exoneration as “The penalty and scoring abbreviation for not crossing the starting line as required by rule 28.1 will be 5 minutes, PLUS the amount of time they are over early, added to the corrected finish time. The scoring designation will be OCS. This changes rules A4, A5, and A11.”

11.3. In the event that a General Recall is signaled, the recalled group will be restarted in accordance with RRS 29.2. Starts for succeeding groups shall follow the new start for the recalled group.

12. THE FINISH

12.1. The finish will be between a staff with an orange flag displayed on the R/C boat and the yellow inflatable buoy. Boats shall finish on a direct approach to the finish line regardless whether the R/C boat is to port or to starboard. After finishing, boats must not go back through the finish line; that would interfere with other boats on their way to the finish line.

13. TIME LIMIT

13.1. Boats failing to finish by 1630 will be scored DNF. If no boats in a group finish within the time limit, the race will be abandoned.

14. PENALTIES

14.1. A boat that may have broken a rule while racing may exonerate herself from the infraction by executing one 360-degree turn (including 1 tack & 1 jibe) as soon as possible after the infraction. This alters RRS 44.1.

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15. PROTESTS

15.1. Protests shall be initiated in compliance with Rule 61 except as amended by these Sailing Instructions. Competitors intending to protest one or more boats shall immediately hail any other involved yacht(s), display a red protest flag, and are required to have a Protest Flag on display when finishing, then must inform the R/C **AFTER** finishing but before retiring from the course area. Skippers must provide the R/C with the name(s) of the protested yacht(s) and receive R/C acknowledgment. This modifies RRS 61.1(a), Protest Requirements.

15.2. Red Protest Flags shall be displayed from the backstay. On yachts without backstays, the protest flag will be displayed in a prominent position on the stern.

15.3. Protests shall be submitted in writing on a standard US Sailing Protest Form and filed with an official SGYC Representative at the post race meeting within 60 minutes of the R/C Boat docking at the finish of the race day. The Protest Committee may extend this time if there is good reason to do so.

15.4. The parties involved will be listed, in the order of filing, at the post-race meeting area and protests will be heard as soon as practicable. This posting constitutes the notice required by RRS 63.2, Time and Place of the Hearing.

16. PROTEST ARBITRATION

16.1. Arbitration hearings may be held prior to the protest hearing for all protests involving violations of Part 2 of the Racing Rules of Sailing. This changes RRS 60.1(b), 63.1, 63.6, and 66.

16.2. After a protest is filed, one representative (conforming to RRS 63.3(a)) of each boat may appear before an arbitrator. No witnesses are permitted.

16.3. If the arbitrator decides that the protested or protesting boat infringed a rule, the arbitrator will penalize the infringing boat by applying a maximum six (6) minute time penalty or a disqualification. Arbitrations will not be reopened and arbitration rulings and penalties are not subject to redress. If both parties do not agree to the decision and proposed penalty by the arbitrator, a regular protest hearing will be held at a time and place to be determined by the Protest Committee and the parties to the protest shall be notified.

16.4. When the protest is referred to the jury, the arbitrator shall not be a member of the jury hearing the protest, but may be called as a witness by the jury.

17. SCORING

17.1. The race will be scored using the appropriate ratings of schooners recognized by the Race Committee.

18. POST RACE ACTIVITIES & TROPHIES

18.1. The RACE RESULTS will be announced and trophies awarded to participants at the SGYC clubhouse. All racers and crew are welcomed to participate in the Post Race Activities.

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19. DISCLAIMER OF LIABILITY

19.1. Competitors participate in this race entirely at their own risk. **See RRS 4— Decision to Race — “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”** Silver Gate Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, or after the regatta.

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