

BBYRA CHAMPIONSHIP SERIES

2025 GREEN COURSE SAILING INSTRUCTIONS

The notation '[DP]' in a rule means the Protest Committee may award a penalty other than disqualification. The notation '[NP]' in a rule means it shall not be grounds for protest by another boat. This change is added to RRS 60.1.

1. RULES

- 1.1 The regatta shall be governed by the rules as defined in the Racing Rules of Sailing (RRS), the prescriptions of US Sailing, these Sailing Instructions, the Notice of Race, the BBYRA Regulations and class rules as applicable by fleet. Documents are available on the website 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.
- 1.3 On A-Cat class TRYC Race Day, the TRYC Challenge Cup addendum applies, see **TRYC CHALLENGE CUP ADDENDUM**.
- 1.4 On A-Cat class OGYC Race Day the OGYC Anchor Start addendum applies, see **OGYC ANCHOR START ADDENDUM**.

2. NOTICES TO COMPETITORS

- 2.1 The Official Notice Board for Notices to Competitors shall be the BBYRA website www.bbyra.org.
- 2.2 The Protest Notice Board shall be the BBYRA website www.bbyra.org, except on SPYC Race Day, the Protest Notice Board shall be located on the downstairs west porch at Seaside Park Yacht Club.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to these Sailing Instructions shall be posted on the BBYRA website Official Notice no later than 1800 the Friday before the scheduled race day, or on the water communicated to each boat prior to her warning signal. The RC may attempt to broadcast any SI amendment postings via text message (see SI 19 for information on signing up for text notifications); failure to receive a text message shall not be grounds for redress. This modifies RRS 61.2 (a).

4. SIGNALS MADE ASHORE

- 4.1 There shall 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 1145.
- 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 shall be the Green Island Course. On race days hosted by yacht clubs south of the Mathis Bridge, the racing area shall be the Wanamaker Course, with the following exceptions:
 - i. IHYC Race Day - All classes, the racing area shall be the Seaside Park Course, west of Seaside Park Yacht Club.
 - ii. BYC/OCC Race Day - All classes, the racing area shall be the Seaside Park Course, west of Seaside Park Yacht Club.
 - iii. SPYC Race Day - All classes, the racing area shall be the Seaside Park Course, west of Seaside Park Yacht Club.
- 6.2 Portable Mark Courses:

- a) The course designator W, S, O 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 shall be the short windward mark.
 - iii. Course O is an Olympic Triangle.
 - iv. Course T is a triangle.
- b) 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).
- c) 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.
- d) A-Cat Class only – An additional leeward drop mark may be set approximately 3 boat lengths directly downwind of the windward mark. When present, this mark shall be left to port both approaching the windward mark and after rounding the windward mark and offset.
- e) When the letter "G" is signaled on the course placard, a gate shall 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.

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 A-Cat TRYC Race Day – See **TRYC CHALLENGE CUP ADDENDUM** for additional courses and instructions.

6.5 A-Cat OGYC Race Day – See **OGYC ANCHOR START ADDENDUM** for additional courses and instructions.

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 shall be large yellow balls.
 - b) The change mark as provided in SI 6.2b) and SI 10 shall be a large orange ball.
 - c) The short mark, when used for course S, shall be a large yellow mark with yellow and black alternating panels. The short mark shall be placed to leeward of the windward mark.
 - d) The offset mark shall be a small ball.
 - e) The A-Cat leeward drop mark shall be a small ball.
- 7.3 A missing mark shall 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 shall be between a staff displaying an orange flag on the Start Boat at the starboard end and an orange mark at the port end.
 - a) A-Cat OGYC Race Day – See **OGYC ANCHOR START ADDENDUM**.
- 8.3 **[DP] [NP]** Boats whose warning signal has not been made shall avoid the starting area.
- 8.4 **[DP] [NP]** After rounding the first mark, and before finishing, a boat shall not cross the starting line as defined in SI 8.2. Such a line is designated as an obstruction.
- 8.5 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 61.2(a).

- 8.6 A boat that does not start within 4 minutes after her starting signal shall 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 shall 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 AM CLASSES ONLY- For downwind finishes, the finish shall be between a staff displaying a blue flag or shape on the Finish Boat and an orange ball on the starboard side of the Finish Boat.
- a) The Start Boat shall be the Finish Boat if it is flying the blue flag or shape.
- 9.3 PM CLASSES ONLY- For downwind finishes, competitors shall finish between a staff displaying a blue flag or shape on the Start Boat starboard side and an orange ball on the starboard side of the Start Boat.
- 9.4 A-Cat TRYC Race Day – See **TRYC CHALLENGE CUP ADDENDUM** for instructions.
- a) The finish shall be at TRYC per the addendum.
- 9.5 A-Cat OGYC Race Day – See **OGYC ANCHOR START ADDENDUM** for instructions.
- a) The finish shall be at OGYC per the addendum.

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 (up to 15 degrees and up to .2nm in length). This modifies RRS 33.
- 10.2 When a change in course is signaled, the new mark shall be the change mark as provided by SI 7.2b). If a subsequent change is signaled, the new mark shall be the original mark.

11. PENALTY SYSTEM

- 11.1 RRS Appendix V1 and RRS Appendix V2 applies.

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 shall abandon all races in progress 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 1300 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, REQUESTS FOR REDRESS AND SCORING INQUIRIES

- 14.1 **[DP] [NP]** 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 modifies RRS 60.2.
- 14.2 Protest forms are available online at 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 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 A boat requesting clarification about her score(s), based on posted results should submit a Scoring Inquiry Form as soon as reasonably possible after results are posted. If after review by the scorer, the competitor wishes to file for redress, the request should be delivered as soon as reasonably possible after learning of the outcome of the scoring inquiry.
- a) A Scoring Inquiry may be filed electronically at www.bbyra.org; by emailing the scorer at scorer@bbyra.org, or 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.

- 14.4 The protest time limit is 2000 on the day of the race in question, except for:
- a) 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 60.3
 - b) On TRYC Race Day for the A-Cat fleet only, the time limit is 60 minutes from the time the last A-Cat finishes. This modifies RRS 60.3.
- 14.5 A boat intending to take a post race penalty per RRS Appendix V2, may submit the acceptance of penalty either by filing electronically at www.bbyra.org; by emailing the protest committee at protest@bbyra.org, or 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.
- 14.6 Notices will be posted as soon as possible after the protest time limit on the official Protest Committee notice board at 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 video conference when applicable.

15. SCORING

- 15.1 **[DP] [NP]** In order to qualify for the Championship, a boat shall check in with the Start Boat in at least 50% of the races started for her class.
- 15.2 For all classes except ISCA Sunfish, 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 19th 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 shall receive more than 4 drops.
- 15.3 For the ISCA Sunfish class, 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, 7th, 9th, 11th, 13th and 15th.
- 15.4 RRS A5.3 shall apply. 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 **[DP] [NP]** Changes in sail number shall be reported to the Scorer prior to the boat's warning signal. Email scorer@bbyra.org or submit through the BBYRA www.bbyra.org. Failure to comply with this rule may result in a boat not being scored.
- 16.2 **[DP] [NP]** Changes in registered skipper are permitted with the exceptions of the ILCA and ISCA Sunfish class, and shall be reported to the Scorer prior to the boat's warning signal. Email scorer@bbyra.org or submit through the BBYRA www.bbyra.org. Failure to comply with this rule may result in a boat not being scored.
- a) **[DP] [NP]** ILCA class competitors shall not change registered skippers; only the originally registered skipper shall be scored.
 - b) **[DP] [NP]** ISCA Sunfish class competitors shall not change registered skippers; only the originally registered skipper shall be scored.
- 16.3 **[DP] [NP]** The registered skipper need not be the helmsman but must be on board while racing.
- 16.4 **[DP] [NP]** 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.
- 16.5 **[DP] [NP]** In accordance with RRS 40.2, RRS 40.1 Personal Flotation Devices will apply for all single handed competitors while afloat, except briefly while changing or adjusting clothing or personal equipment. This modifies Part 4 preamble.

17. SAFETY EQUIPMENT CHECKS

- 17.1 **[NP]** 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 shall 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 The Race Committee will communicate with competitors on VHF radio channel 69.
- 18.3 Information broadcast by the Race Committee over VHF is a courtesy to competitors only. Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 61.2(a).

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 RC may attempt to communicate starting line location no later than 0800 via text and/or VHF on race day. 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 61.2 (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 to illness prior to, during or after the regatta.