



CA 500

SAILING INSTRUCTIONS

St Francis Yacht Club and San Diego Yacht Club
May 25 – May 28, 2023

1. RULES

- 1.1. All boats in the CA 500 Race will be governed by the *rules* as described in *The Racing Rules of Sailing* (“RRS”) which includes Section 1 – RULES and Section 6 – SAFETY in the Notice of Race.
- 1.2. Multihulls: US Safety Equipment Regulations, (USSER), Coastal Level, as modified by the Notice of Race (NCORC), will be in effect.
- 1.3. For boats competing under the Offshore Racing Rule, ORR-MH rules will apply, unless otherwise modified.
- 1.4. Boats are required to monitor VHF Ch. 16 for the duration of the race.
- 1.5. All boats are required to carry a supplied Race Tracker. The trackers will report a boats position and will be displayed on the YB Tracking website with no delay. It will be the responsibility of the skipper (see NOR 1.7) of the boat to ensure that the transponder remains properly installed, and must make every effort to ensure it is functional for the entire race.
- 1.6. The notation [NP] in a rule in the SI means it shall not be grounds for protest by a boat. This changes RRS 60.1(a). The notation [DP] in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. This modifies RRS 64.1.
- 1.7. All boats are reminded that launching/controlling/flying any unmanned aerial system (UAS or “drone”) if within 5 nm of any naval vessel or over federally controlled areas, which includes military exercise areas over the entire San Clemente and San Nicholas Islands and open waters up to 25 nm surrounding, is strictly prohibited. In addition, all boats shall comply with these “no fly” restrictions from the ODAS turning mark until twenty miles from the “SD” turning mark. Reports or complaints from military or other commercial authorities will be investigated by Race Committee (RC) and presented to the Protest Committee. [DP]

2. AMENDMENTS TO THE RULES

- 2.1. [World Sailing Appendix RV, Reduced Visibility](#) replaces RRS Part 2 from civil twilight sunset until civil twilight sunrise. This replaces the IRPCAS referenced in the preamble of Part 2 rules.
- 2.2. [NP] [DP] RRS 56.2 is changed as follows:
 - (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the Notice of Race, as a TSS.
 - (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane. Boats shall maintain a minimum of .25 nm distance from commercial traffic at all times, and sail no closer than .5 nm as a closest point of approach while crossing any large vessels underway with limited ability to alter course or speed.
 - (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under changed RRS 56.2(b).
 - (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken changed RRS 56.2(b).



CA 500 SAILING INSTRUCTIONS

May 25 – May 28, 2023

(e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats breaking sailing instruction 1.12 (b).

2.3. RRS 51, Movable Ballast is modified to allow the movement of sails that are not set.

2.4. [DP] For the purposes of RRS 47 - Trash Disposal there will be no penalty for discarding leftover food scraps, or losing non-synthetic sail stops overboard used to set sails in a safe and controlled manner. All other waste management protocols should be observed.

2.5. RRS 62 Redress: RRS 62.1 is modified by adding the following: "(e) being directed by a government authority to deviate from her proper course."

2.6. Under World Sailing Test Rule DR21-01, change the definition Start as follows:

Start A boat starts when her hull having been entirely on the prestart side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either (a) at or after her starting signal, or (b) during the last 1 minute before her starting signal. When a boat starts in accordance with item (b) of the definition *Start*, she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but, if she does not, the starting penalty shall be to add the time of the start error, if greater than 4 minutes, plus one hour to her elapsed time.

3. NOTICES TO COMPETITORS

3.1. Notices to competitors will be posted on the official notice board online (www.offshoreraceweek.com).

3.2. Any change to the SI made prior to 1800, May 25, 2023 will be posted to the official notice board online. Any change to the SI made after 1800, May 25, 2023 will be posted to the official notice board and announced during check-in per SI 6.

4. POSITION TRANSPONDER

4.1. There are no fees associated with this requirement to carry the race tracker; however boats are responsible for returning the tracker in working order. Broken or lost transponders may be subject to replacement/damage charge of up to \$1000. Transponders will be available Thursday, May 25, 1900 – 2100 @ Encinal Yacht Club.

4.2 After the race, transponders should be dropped off at the SDYC Sailing Office or Front Desk between 0900 and 1700, or SDYC Security Gate prior to Sunday, June 4, 2023. If for any reason you are unable to complete the race and return to a port other than San Diego, please return the tracker by mail no later than June 4, 2023 to *San Diego Yacht Club, 1011 Anchorage Lane, San Diego, CA 92106, Attn: Sailing Office.*

5. SCHEDULE

Divisions, Flags, and Scheduled start times are as follows:

Division	Starting Signal	WARNING SIGNAL
MOD 70 - CA500	Numeral Pennant '1'	Sat, May 27 @ 1000



CA 500 SAILING INSTRUCTIONS

May 25 – May 28, 2023

6. MARKS

CA 500	
Mark	Mark Description
Start (to starboard)	Orange inflatable
Start (to port)	Mark 'B'
Farallon Island Light	Located on Farallon Island
32 23.90n / 119 29.90w	Virtual way point in vicinity of ODAS 46047 (see SI section 8)
SD	SD Approach Lighted Whistle Buoy ("SD 1", herein)
Finish	Between SD Channel markers "5" and "6"

8. THE COURSE

8.1. The CA 500 start will be in vicinity of St. Francis Yacht Club.

- Start between 'Buoy B' in front of St Francis Yacht Club and an orange inflatable mark approx. 0.3 nm off the shore. (Note: Buoy A (middle start line) is not part of the starting line).
- Leave Farallon Light to port (approx 37 41.94n / 123 0.01w)
- Leave virtual waypoint 32 23.90n / 119 29.90w to port (weather buoy ODAS 46047 in vicinity)
- Leave virtual waypoint 32 37.33n / 117 14.75w to port ("SD 1" in vicinity)
- Finish by passing between the two following scoring gate ends:
 - 32 39.137n / 117 13.635w (Buoy "SD 5" in vicinity)
 - 32 39.153n / 117 13.486w) Buoy "SD 6" in vicinity)

Digital tracking will utilize the coordinates stated above. These coordinates are associated with the marks identified. However, due to scope on all moored objects, the mark may be laying precisely in a different location. Caution should be exercised when approaching these coordinates to avoid collision. In the event a mark is missing or is not visible in the vicinity of the coordinates in this section, it will be the coordinates in this section which will be used for navigation/scoring purposes.



CA 500 SAILING INSTRUCTIONS

May 25 – May 28, 2023

9. AREAS OF POTENTIAL CONCERN

- 9.1. The RC strongly urges boats to consult the preamble to RRS Part 2 and all current applicable navigation charts, Local Notices to Mariners and Light Lists for Aids to Navigation to prudently navigate around and past the features of this course.
- 9.2. San Nicholas Island is a designated US Naval weapons testing range. There may be military exercises planned for this area. Competitors are reminded to monitor VHF 16 at all times for concerned traffic, which may include contact from military vessels in the area. Additionally, sea state, coastal features and underwater obstructions should be taken into consideration for prudent navigation and safety of vessels in this area.
- 9.3. San Clemente Island is a designated US Naval weapons testing range. There may be military exercises planned for this area. Competitors are reminded to monitor VHF 16 at all times for concerned traffic, which may include contact from military vessels in the area. In addition, sea state, coastal features and underwater obstructions should be taken into consideration for prudent navigation and safety of vessels in this area.
- 9.4. Cortez Bank/Bishop Rock (CB 1) is a submerged pinnacle surrounded by open ocean. Shoal water may exist. Sea state, swell patterns, vessel dimensions and underwater obstructions should be taken into consideration for prudent navigation and safety of vessels in this area. Please transit this area with caution.
- 9.5. The finish line (San Diego Channel markers “5” and “6”) are due east of significant kelp growth. Please navigate responsibly when approaching the finish area.

10. THE START

- 10.1. The RC will communicate on VHF 69. They will confirm radio comms from each boat 10 min prior to start time, and will count from 10 sec. to the warning signal.
- 10.2. As a courtesy, the RC will attempt to hail any boat it identifies as OCS via VHF 69. See SI 2.6

11. THE FINISH

- 11.1. A boat has finished when it passes between San Diego Channel buoy “5” and “6”. Boats are required to document the time they pass through the finish per SI 15.1. Please email this documentation to email sailing@sdyc.org and sdycsailing@gmail.com per SI 15.1. See Attachment A for detail of finish.
- 11.2. A boat’s YB Tracker will automatically ping when it passes through the finish line and record a lat/lon and PST time associated with the pass through the line. This data will be used to determine a boat’s finish time. [NP/DP]

12. WITHDRAWAL

- 12.1. A boat retiring from the race, or experiencing any type of critical mechanical or medical emergency that could affect their anticipated time on the course, or require assistance after finishing shall notify the Race Committee via email (email sailing@sdyc.org and sdycsailing@gmail.com) of their situation as soon as as practical. Please include nature of withdraw, status of crew, destination and eta. [NP/DP]
- 12.2. If an email is not possible, please notify the SDYC Sailing Office (619-758-6310) or the Security Gate (619-758-6322) at the earliest opportunity. Also please reference SI 4.2 for returning race tracker.



CA 500 SAILING INSTRUCTIONS

May 25 – May 28, 2023

13. PROTESTS AND REQUESTS FOR REDRESS

- 13.1. Protest forms will be available on the notice board at SDYC located on the east side (facing the water) of the Sailing Center and the online notice board at www.offshoreraceweek.com. Score inquires, protests and requests for redress shall be delivered in writing (or emailed via txt/photo of same) to the Sailing Center (email sailing@sdyc.org and sdycsailing@gmail.com) within the appropriate time limit.
- 13.2. Scoring Inquiries, Notices of protests and requests for redress filed will be posted and updated as quickly as possible to inform boats of hearings in which they are parties or named as witnesses. Hearings will be held in the Dockside room located on the first floor of the Sailing Center at SDYC, and may be heard as soon as the *parties* are available.
- 13.3. Notices of protest by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 13.4. The protest time limit for each boat is 4 hours after their finish. This changes RRS 61.3.
- 13.5. A request for reopening a hearing shall be delivered no later than 30 minutes after the party was informed of the decision. This changes RRS 66.

14. SCORING

- 14.1. Multihulls will be scored using the TCF numbers supplied by ORR-MH.

15. DOCUMENTATION

- 15.1. Boats are encouraged to document the time they pass a mark of the course and are required to document their finish with a legible photo or screen shot of boat navigation equipment showing Pacific Daylight Time (from GPS), and current lat/lon of their vessel. Please email finish times to sailing@sdyc.org and sdycsailing@gmail.com. Please be sure to include the Boat Name in the subject line of your email.
- 15.2. At the finish, if email or text is unavailable, please call the SDYC Sailing Office at 619-758-6310 and leave a voicemail with the following information: **caller name and phone number, boat name, sail number, finish time**. Remember to speak slowly and clearly and repeat your contact number. Boats failing to supply finishing times will be given interpolated times from the tracker, or may not be scored. Dropped calls, poor connections or wrong numbers may affect your finish time.
- 15.3. In the event of a significant discrepancy between a boat's reported finish time compared with that reported by the YB Tracker, it will be up to the discretion of the Race Committee in conjunction with the Protest Committee (PC) to determine the finish time to be used. Evidence may be requested which may include but is not limited to; A boat's navigation software log file, testimony or evidence from other boats, race tracker or AIS logs, etc. This applies to any of the finishes at any scoring gate.
- 15.4. If a boat feels that any of her finish times, or any of the finish times of one of her competitors is incorrect, she may file a scoring inquiry with the Race Committee who will follow the guidelines of 15.4 in conjunction with the PC.
- 15.5. See SI 4.2 for instructions on returning your supplied race tracker.



CA 500 SAILING INSTRUCTIONS

May 25 – May 28, 2023

16. PRIZES

16.1. Take home trophies will be awarded as described in the NOR.

17. DISCLAIMER

17.1. No claim is made or implied that observance of these safety requirements will prevent injury, death, or loss of property. Neither the establishment of these safety regulations, their use by race organizers, nor the inspection or absence of inspection of a boat for compliance with these safety regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge, as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.”

See USSER 1.2.

CONTACTS

San Diego Yacht Club Sailing Office

Jeff Johnson

sailing@sdyc.org

(619) 758-6310

(619) 933-9922 (cell)

San Diego Yacht Club Regatta Admin

Jared Wohlgemuth

jared@sdyc.org

(619) 758-6309

San Diego Yacht Club – Dockmaster

David Randell

dockmaster@sdyc.org

(619) 758-6308

U.S Coast Guard Rescue Coordination Center

VHF 16

24-hour Emergency Contact: 510-437-3700

Vessel Assist Catalina Island/ Boat US

Avalon, CA

24-hour Contact: 310-510-1675



CA 500 SAILING INSTRUCTIONS

May 25 – May 28, 2023

Attachment A – CA 500 Finish

