



# Offshore Yacht Racing Association

## THE ONEWAY TO HALF MOON BAY RACE

**Sponsor: Half Moon Bay Yacht Club**

**ALL BOATS MUST CHECK IN ON VHF CHANNEL 69 WITH THE RACE COMMITTEE DURING THE CHECK IN PERIOD 0800 TO 0930.**

### SCHEDULE OF RACE:

Race	Day and Date	Time of Warning Signal and flag
One Way to Half Moon Bay	Saturday, August 12, 2006	0940 hours First Division(s) Warning

### FLEETS START IN THE ORDER LISTED ON ATTACHMENT I

**STARTING LINE:** Between Mark "A" and an orange marker on the St. Francis Yacht Club race deck. Cross the line from East to West.

**COURSE 1:** From the start, to Main Ship Channel Buoy "R8" to port, then to Pillar Point Gong Buoy #1 to port, then to finish.

**COURSE 2:** From the start, to Main Ship Channel Buoy "R2" to port, then to Pillar Point Gong Buoy #1 to port, then to finish.

**COURSE 3:** From the start, to the Approach Buoy R "SF" (YRA SF) to port, then to the Pillar Point Gong Buoy #1 to port, then to the finish.

**FINISH:** On an imaginary line running through the 50' tower at the end of the Half Moon Bay breakwater and Pillar Point Bell Buoy # 3. (Lat/Lon approximately 37-28.90 X 122-29.00)- leaving both to port. A committee boat will be on station from 1500 to 1800 to record finishes. Boats finishing before or after the committee boat is on station, must report their crossing of the finish line and sail number on VHF channel 69 (preferably using GPS time) to the race committee. Please do not ask the Race Committee if they got your time, but note your own time, along with names or sail numbers of yachts finishing around you. The Race Committee Time List will be posted at the Half Moon Bay Yacht Club.

Please remember that there are dangerous shoals located north of the line between buoys #1 and #3. Check your charts carefully.



# *Offshore Yacht Racing Association*

**CALCULATED DISTANCE:**

**Course 1:** 26.5 Nautical miles.

**Course 2:** 28.5 Nautical miles.

**Course 3:** 32.0 Nautical miles.

**TIME LIMIT:** All Boats not finishing by 0800 hours on Sunday August 13, 2006 will be scored DNF. . Yachts finishing after 1800 hours on August 12, 2006 if not receiving a response from the RC must take their own time and report it to the YRA Answering Service (415) 771-9500. RC will attempt to maintain a watch on the radio for approaching boats & for safety.

**MISSING MARK:** In the event a mark is missing the course shall be the same as indicated in these instructions. Boats shall round the mark by navigation to the Lat/Lon of the mark as indicated in the most recent Light List. Skipper shall maintain a log of the Lat/Lon and time of rounding.

**WITHDRAWAL/DNF:** All yachts withdrawing or not finishing within the time limit must report the fact to the YRA answering service (415) 771-9500, immediately upon locating a telephone.

**PROTEST:** In accordance with the YRA Standing Sailing Instructions. Address for the YRA office is YRA, Quarters 35S Fort Mason, San Francisco, 94123.

**RACE COMMITTEE:** Terri Lahey (650) 926-3316  
Half Moon Bay Yacht Club (650) 728-2120

**INFORMATION:** YRA 415-771-9500 or e-mail YRA [info@yra.org](mailto:info@yra.org)

**MOORING AT HALF MOON BAY:** Anchor offshore near the Yacht Club and HMBYC (Channel 68) will taxi you to shore for a post race dinner & party. For space in the marina, contact the Pillar Point Harbor Master on Channel 16 or 74. Pay marina fees directly to the Harbormaster. Come to the HMBYC for a post race celebration!



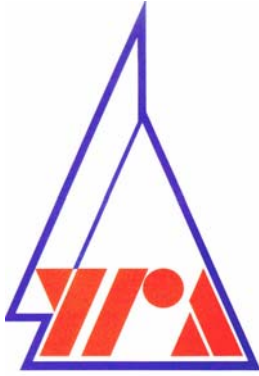
# *Offshore Yacht Racing Association*

## ATTACHMENT I – OYRA HALF MOON BAY RACE

### SCHEDULED START SEQUENCE

FLEET  
PHRO 1A  
PHRO1  
PHRO2  
MORA I  
SHS

DIVISION FLAG  
Z = ZULU  
A = ALPHA  
C = CHARLIE  
E = ECHO  
F = FOXTROT



# **OFFSHORE YACHT RACING ASSOCIATION**

**A Chartered Association of YRA**

**of San Francisco Bay**

**YEAR 2006**

**SAILING  
INSTRUCTIONS**

**Yacht Racing Association - Quarters 35S Fort Mason - San Francisco, California 94123**



# Offshore Yacht Racing Association

Fellow Ocean Racers:

Welcome to the 2006 ocean racing season. The traditional start of the ocean racing season is the Lightship Race which will be held on March 25th.

**THE CHAMPIONSHIP SERIES** consists of 12 ocean races, (six in the spring and six in the fall). Some of our Ocean races will be held in collaboration with the ODCA. **Watch for changing start flags in some of our races.**

The Championship series will be scored on the first half, second half and overall season basis. Separate awards will be given for the First Half, Second Half and Season Championship for qualified boats. To be a qualified boat you must start more than 1/2 of the total races for the season. Throw outs for scoring will be 1 race in the First Half and 1 race in the Second Half. For Season scoring it will be a total of 2 throw outs for the Season. The OYRA fleets have been invited to join the Vallejo Race as one-time racers for a small additional fee of \$5.00 if selected at time of original registration.

Please pay special attention to the safety requirements. They are common sense and time tested ways to get all boats home safely. For instance...make sure your safety tethers are short enough so you cannot be washed off the boat. Take two tethers for each sailor and belay yourselves around the boat! Please review the Minimum Equipment Requirements, Standing Sailing Instructions, and the Individual Race Instructions. If we can help with understanding the rules, getting crew or you have any suggestions please call the YRA office or an OYRA board member.

Items of special note:

1. Radio check-ins; be sure to NOTE your radio check in channel, THEY CHANGE!!
2. Racing Rules Penalties: RRS 44.2 is not in effect. Penalties under RRS 44.3 shall apply using the penalty of 20%. (Be sure to carry a yellow flag)
3. The Coast Guard has requested that we use our ORANGE smoke flares for day light emergency situations. These flares provide us with the best chance to get rescued and are required equipment in accordance with the Minimum Equipment Requirements!
4. The OYRA standing sailing instructions require that all racers check in and out with the Race Committee or by telephone to the YRA office as quickly as possible after arriving ashore. This is a safety issue for everyone. Failure to comply with this rule results in a DNE. This is a DSQ which cannot be discarded. We would like to caution every skipper that this is a safety issue and must be taken seriously.

**Safety first and be prepared!** Listen to the weather reports, check your charts, and review "Local Notice to Mariners". The YRA rules for not interfering with commercial traffic were written with the inland rules in mind. Please remember once you cross the demarcation line at Pt Bonita the international rules of the road apply. We need to have full compliance with all applicable rules for the safety of all mariners. You are required to give way to ships which are considered restricted in their ability to maneuver from the lightship to the bay and all sections of the bay. Remember, those freighters are a lot bigger than you and do more damage to you than you can do to them. **When in doubt bail out!!!** Any racer reported interfering with commercial shipping by a SF Bar Pilot will receive a DNE.

Let's all go have a great ocean racing season.

Fair winds and following seas,

Commodore OYRA



## *Offshore Yacht Racing Association*

### **MEMO TO ALL RACERS CONCERNING CHECK IN**

PLEASE BE AWARE THAT OYRA HAS INVITED ODCA FLEETS TO RACE IN SOME OF THE OYRA RACES. CHECK IN WILL BE ONLY ONE AND A HALF HOURS LONG. ODCA CLASSES WILL BE RACING IN SEVERAL OF THE YRA RACE SERIES . SINCE EVERYONE MUST CHECK IN BEFORE THE RACE MANY MORE SKIPPERS WILL BE ATTEMPTING TO CHECK IN WITHIN THE REQUIRED TIME FRAME.

TO FACILITATE A QUICK AND EASILY MANAGED CHECK IN FOR ALL, IT IS REQUESTED THAT EVERYONE CHECK IN USING THE FOLLOWING PROCEDURES:

CHECK IN WITH YOUR SAIL NUMBERS AND THE DIVISION NAME, NOT THE DIVISION FLAG LETTER, YOU WILL BE STARTING UNDER (FOR EXAMPLE, THIS IS SAIL NUMBER 99999, MORA.

PLEASE **DO NOT** GIVE BOAT NAMES AS IT MERELY SLOWS DOWN THE PROCEDURE.

BE SURE YOU ARE ACKNOWLEDGED BY THE RACE COMMITTEE. FAILURE TO BE ACKNOWLEDGED BY THE COMMITTEE WILL RESULT IN A DNS.

IF YOU WITHDRAW FROM THE RACE YOU MUST CONTACT THE RACE COMMITTEE ASAP.\* IF YOU ARE UNABLE TO REACH THEM BY RADIO YOU MUST CALL THE YRA OFFICE 415-771-9500 IMMEDIATELY UPON REACHING AN AREA WHERE MAKING A PHONE CALL IS POSSIBLE. CALLING WHEN YOU WAKE UP THE NEXT DAY IS UNACCEPTABLE...

\* RADIO CONTACT IS PREFERRED. YOU MAY HAVE TO REQUEST ANOTHER RACER RELAY YOUR TRANSMISSION.

**WE STRONGLY ENCOURAGE EVERYONE TO FOLLOW THE ABOVE CHECK IN PROCEDURE.**

# Crew Sign In Sheet

Race: \_\_\_\_\_ Date: \_\_\_\_\_

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Skipper \_\_\_\_\_ Boat Name \_\_\_\_\_  
\_\_\_\_\_ Type of Boat \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ zip \_\_\_\_\_ Sail Number: \_\_\_\_\_  
Boat deck color \_\_\_\_\_ hull color \_\_\_\_\_  
Skippers Car Lic No. \_\_\_\_\_ Vehicle Make \_\_\_\_\_ Color \_\_\_\_\_

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Crew Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Telephone # \_\_\_\_\_  
Contact Name: \_\_\_\_\_  
Contact Phone: \_\_\_\_\_

Crew Name: \_\_\_\_\_  
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Telephone # \_\_\_\_\_  
Contact Name: \_\_\_\_\_  
Contact Phone: \_\_\_\_\_

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**It is recommended that you have your crew fill out the above information and leave this form at the dock upon your departure and remove it upon your return.**



# Offshore Yacht Racing Association

## FLEET BREAK DOWN 2006

From: OFFSHORE YACHT RACING ASSOCIATION

RE: FLEET BREAK DOWN FOR YEAR 2006

THE DIVISION BREAKS FOR OYRA WERE ESTABLISHED USING A DISPLACEMENT TO WATERLINE RATIO FOR THE PHRO AND MORA FLEETS ONLY. Any sport boat with a PHRF rating of 50 or less may petition the OYRA Chairman to race in a more competitive Division provided it is accomplished at least 1 week prior to the race in question. The decision to change a boat's Division is at the sole discretion of the OYRA Chairman and may not be appealed. The decision to place a boat in a division other than their standard will be based on the "good of the fleet".

<u>FLEET</u>	<u>RATIO</u>	<u>DIVISION FLAG</u>
PHRO1A -PHRF= 0 or less	N/A	D= DELTA
PHRO1 -OVER 34.5 FEET	Less Than 200	A=ALPHA
PHRO2 -OVER 34.5 FEET	200 and over	C=CHARLIE
MORA I -34 FEET AND UNDER		E=ECHO
SHS -Specifically Requested	N/A	F=FOX TROT
IOR Warhorse - Specifically designated	N/A	H=HOTEL

Here is a short review on how the formula was established on how the volume is distributed:

### Displacement to Length Ratio

All this is well and good. It's nice to know how much displacement you carry a given load, and that a certain amount of displacement is necessary, but doesn't displacement make a boat slow? Well, no--not necessarily. The factors that determine speed are power-to-weight ratio (for sailboats this is the sail area-displacement ratio) and the length on the waterline.

In the case of our 10-day cruise for four, we've decided on the displacement we need to carry our load, but we haven't decided on how this displacement should be distributed. We could choose a 12,000-pound (5,440 kg) boat with 25 feet (7.62m) on the waterline. To differentiate between long, spread-out hulls and short hulls, designers use the displacement-to-length ratio we've been referring to in the preceding chapters. This is nothing more than a boat's displacement in long tons divided by 1/100 her waterline in feet cubed (multiplied by itself three times), or:

$$\text{Displacement-to-length ratio (Disp/WL)} = \text{Long Tons}/(\text{WL ft.}/100)^3$$

$$\text{Displacement-to-length ratio (Disp/WL)} = \text{Long Tons}/(\text{WL m}/30.5)^3$$

The ranges of Disp/WL ratio considered heavy or light have shifted some over the years. At present

50 and under is super ultralight; 50 to 120 is ultralight; 120 to 250 is light; 250 to 320 is medium; 320 to 380 is heavy; 380 and over is very heavy.

The 25-foot-waterline (7.62 m) version has Disp/WL ratio of 343 (a "heavy" boat), while the 32-foot-waterline (9.75 m) craft has a Disp/LWL ratio of 163 (a "light" boat.) Notice that both boats actually weight the same, although one is "light and the other is "heavy".

What we're talking about is distributing the weight or volume of a boat over a longer waterline--remember stretching a cube. This generates less resistance and a higher hull speed that weight. There's no question that the longer boat will be faster and livelier. The question is how much faster and what, if anything, you are sacrificing to obtain this speed.

### The Price of Light Displacement

For both power and sail, there are two notable drawbacks to light displacement. The first of these is structural. In order to get the long, thin hull required for a low Disp/LWL ratio you must greatly reduce the scantlings (dimensions, thickness, sectional areas, etc.) of the hull, joiner width and rig. It is a fascinating and challenging engineering task to accomplish this and still maintain adequate strength. Even with the best of modern materials, though, there are limits to what can be done.





# Offshore Yacht Racing Association

## OYRA SEARCH AND RESCUE

**It is imperative that you inform the Race Committee as soon as you retire from a race!** The preferred way is to use your VHF Radio on the designated channel of the day. You can ask another boat to relay the message if you are out of range. Failing that, you must call the YRA answering service (415) 771-9500 and leave a message. Today most of us can call from the boat. If you can't call from the boat, use a land line as soon as you are ashore. This does not mean when you get home or before you sit down to watch TV! If you retired from the race due to equipment failure or injury, inform the USCG immediately and set up a radio check in schedule. Ask the USCG to inform the Race Committee so that we do not to report you as over-due.

Here is the scenario if you fail to report you have retired from a race. The RC will note your absence. They will then call the YRA answering service to confirm you have not yet reported your Did Not Finish (DNF). If you have not reported to the answering service, the PRO must then make the decision - give you more time or take the next step. The next step is to contact the YRA. Hopefully, the YRA will be able to provide additional emergency information related to your boat. (Your home phone number, the number of your Marina, the YC you belong to, etc.) A call is placed to the Harbormaster, your YC and your home. Someone will be asked go to your berth to see if the boat is there. Best case, yes the boat is there, congratulations, you have just received a DNE. No protest hearing necessary. Worst case, the boat is not there. At the same time, we are trying to locate you or someone who knows where you are. We call your YC and your home. If you are not at either place, a call is made to the USCG.

The first questions they ask is: "How many people are on board? Does everyone have a life vest? What is the experience level of the skipper and the crew? What color is the boat deck? What color is the hull? Where were they last seen? Where is the boat berthed? What is the license plate number of the skipper(s) vehicle?" We have answers to some, but not all of these questions from your PHRF certificate.

At this point, the USCG starts a Search and Rescue mission. They will first double check the marina, then, they try to contact you by VHF Radio. The USCG can reach us anywhere we race by VHF Radio. If they could not, EPIRB's would be required equipment. If they cannot contact you by radio, a boat will be launched. The search is usually started from your last known position. Other resources will be added to the S&R mission as required and available.

Below is some idea of what Search & Rescue costs the USCG:

Small boat \$ 5,000.00 per hour  
 72 FT boat \$ 5,500.00 per hour  
 Helicopter \$ 6,000.00 per hour

A typical search will last three hours using both a helicopter and boat. Here is an approximate, but conservative cost:

Administration	Lump Sum	=	\$ 1,500.00
Small boat	3 hours @ \$ 5,000.00	=	\$ 15,000.00
Helicopter	3 hours @ \$ 6,500.00	=	\$ 19,500.00
<b>TOTAL COST</b>			<b>\$ 36,000.00</b>

As you can see, we do NOT want to bother the Coast Guard unless it is a real emergency. Failure to communicate with the RC is not just an emergency. It is stupid and reckless! *It might also get you a bill from the Coast Guard.* YES, THEY CAN DO THAT.

Included in the Race Package is a Crew Sign-In Sheet. We encourage you to fill it out, in duplicate, for every race. Put one copy in a plastic folder and leave it at the dock. Take the other one with you. Remove the dock copy as soon as you return. If needed, the form will let us know we have a problem and allow us to act more rapidly.

**STANDING SAILING INSTRUCTIONS**  
**THE YACHT RACING ASSOCIATION of**  
**San Francisco Bay**  
**(Effective January 1, 2006)**

**1.0 RULES:** Races will be governed by the Racing Rules of Sailing, 2005-2008 (RRS), Charter Association Rules and Class Rules all as modified by these sailing instructions, and these sailing instructions. Between the hours of sunset and sunrise, the Steering and Sailing Rules from IRPCAS (International Rules for Prevention of Collisions at Sea—effective 1977) and the Unified Inland Rules(effective 1981) shall replace Part 2 of the RRS. Preamble to RRS Part 2 applies. Competitors are advised that non-competing boats are not governed by RRS and that IRPCAS or Unified Inland Rules govern meetings with non-competing boats.

**2.0 SAFETY:** Boats shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway (see US Dept. of Commerce chart 18649 for designated narrow channels and fairways of SF Bay) or fishing or other vessels with restricted ability to maneuver. Boats identified who endanger their own safety, other sail boats, or that of a commercial or government vessel will be subject to protest by a Race Committee (RC) or contestant and face possible disqualification. RRS 60.3 is modified to add (d) to read: A hearing for allegations of the above will be instigated by a protest committee if notified by government, commercial or individual vessel of possible infraction. It shall also extend the time limit under RRS 61.3 to accept the information. A DSQ for a safety violation shall be considered as a disqualification not excludable (DNE).

**2.1 MINIMUM EQUIPMENT:** Boats must comply with the United States Coast Guard's requirements for recreational vessels, RRS 1.2, and minimum additional equipment prescribed by her Chartered Association.

**3.0 ENTRIES:** Races are open to boats that meet the rules of the Chartered Association in which they have entered to race and whose owners or charterers are members of YRA. Entries and appropriate boats' rating/handicapping certificates must be on file in the YRA office. The YRA office will maintain the Master Sailing Schedule. It will list the date, sponsor and location for YRA qualifying races for each Chartered Association. Only those sailing instructions officially published by the YRA Office are applicable for YRA races.

**4.0 COURSES:** Courses and starting times will be designated in the applicable Chartered Association Sailing Instructions.

**5.0 MANAGEMENT:** Each race shall be under the management of a race committee (RC) of the sponsoring yacht club, which shall have full power to enforce these Sailing Instructions.

**6.0 DECISION TO RACE:** As stated in RRS 4, a boat is solely responsible for deciding whether or not to start or to continue racing

**7.0 SAIL NUMBERS:** Boats sailing under ODCA, PHRF, IMS or IOR Rules can have their racing numbers assigned by the YRA. RRS 77 is deleted.

**8.0 STARTING AND FINISHING LINES:** Unless otherwise specified, the Start/Finish line will be a line between a yellow or orange flag or orange panel on the RC boat, or a panel on the club house race deck and the Start/Finish mark specified in the course descriptions. RC boat may set a limiting mark close to her and on the same end of the starting line to protect her. No boat shall pass between the limiting mark and the committee boat. Similarly, any inboard marks near shore-based RC platforms, e.g. StFYC Mark B, are to be considered limiting marks when starting or finishing. Limiting marks are considered marks of the course.

**9.0 THE START:** Races will be started using RRS 26 as modified. Times will be taken from the visual signals; the absence of a sound signal shall be disregarded.

Signal Flag(s)	Sound	Minutes before Start	Course Signal
WARNING Class or Group	1 gun or horn	5	Raise Course Signal
PREPARATORY P, I, or Z	1 gun or horn	4	
Drop PREP	1 horn	1	Drop Course Signal
START	1 gun or horn	0	

Warning signal for each succeeding class shall be made with or after the starting signal for preceding class.

NOTE: PREP Signal 'Black Flag' will not be used for YRA races.

Boats shall not start later than 10 minutes after their signaled start.

## **10.0 RESTRICTED AREAS:**

**10.1** For the purpose of RRS 18, 19, 28, the following objects shall be left to shoreward: Anita Rock and any buoy marking same, vertical 'H' beam off Water Quality Control Plant west of StFYC, bell buoy7 off the west end of Alcatraz, and Point Blunt buoy off Angel Island. Above obstructions are not marks of the course. The South Tower of the Golden Gate Bridge must be left to the South at all times. Any rocks visible at Mean Lower Low water immediately adjacent to Contra Costa County, Marin County or San Francisco shorelines shall be left to shoreward, except for Mile Rock, The Brothers and Red Rock.

**10.2 RESTRICTED AREA-START/FINISH LINE:** Boats whose preparatory signal has not been made shall keep clear of any boat whose preparatory signal has been made. Boats shall not cross the Start or Finish line except when preparing to start, starting or finishing. Boats observed by the race committee to be in violation of this instruction may be scored DNF without a hearing. This changes RRS 63.1. On courses signaled as twice around, boats shall NOT sail through start/finish line to start second rounding.

**11.0 POSTPONEMENT:** See definition of 'AP' in RRS Race Signals. One minute after ending a postponement Period. The Warning signal will be made to signify resumption of regular sequence. Boats will then start in the order indicated. If lengthy postponements occur, RC may call on selected course radio channel to advise which fleet will be next in the start sequence.

## **12.0 RECALLS:**

**12.1 INDIVIDUAL RECALL:** In addition to provisions of RRS 29.1, the RC may hail OCS boats by VHF radio. Failure of a hail, failure of a boat hearing the hail, or the order of hails shall not be grounds for redress (See 21.0).

**12.2 GENERAL RECALL:** In addition to provisions of RRS 29.2, add, If there is a second General Recall, that group will start after the last scheduled group of starters in first starting sequence on a course determined by the race committee.

**13.0 TWO-RACE DAYS:** At the discretion of the RC, the starting sequence for the second race may begin while there are still boats on the race course sailing the first race (this shall not relieve the RC of its obligation to finish these boats). Classes not scheduled for a second race will be eliminated from sequence to compress starts. To start the second race, the RC may sound two signals and drop the Blue Flag, followed in one minute by a Warning signal for the first start of the second series. RC may announce the starting fleet by radio. If the second sequence must be delayed, RC may fly Postponement flag and announce delay by radio (See 21.0) If not previously advised, a finishing fleet may request their approximate start from the RC boat or race deck. A Warning will proceed one minute after lowering the 'AP' flag.

**14.0 TIME LIMIT:** Except for an ocean race, a time limit of three hours is set for each class on two race days and five hours for each class on single race days. RRS 35 is modified to state that boats finishing later than 30 minutes after the first class boat finished will be scored as DNF. This does not apply to the Vallejo Race or Second-Half Opener.

**15.0 SCORING SYSTEM:** The Low Point Scoring System RRS A4.1 will be used to score finishing boats. RRS 4.2 is modified to state, penalty points will be added to the number of boats that came to the starting area plus one for OCS, DNF, DNS or RAF (prior to protest hearing), plus two for DNC, and plus three for DSQ. A DSQ for Safety violation is considered as a (DNE) in addition to RRS 89.3(b). Ties will be broken in accordance with RRS A7 or A8 as appropriate. RRS A9 is deleted.

**16.0 DAILY TROPHIES:** Sponsoring clubs will indicate order of finish for all races they conduct and provide details to the YRA office in a timely manner. Charter Associations will provide trophies as follows: a first prize for any starters in a class/division; a second prize for four or more starters; a third prize for seven or more; a fourth prize for ten or more; and a fifth prize for fifteen or more.

**17.0 SEASON CHAMPIONSHIPS:** Scoring shall be in accordance with the system adopted by each class/division. The YRA shall provide a first place Season Championship trophy to each fleet that registers at least five boats, providing that at least one boat in the class/division qualifies by racing more than ½ of their scheduled races. For the purposes of qualifying the fleet for the season, a race that is abandoned shall be listed as a valid race for any boat that came to the starting area; however there will be no points scored for any boat.

**18.0 PROTESTS:** Protests under RRS 61.1 shall be submitted in writing in accordance with RRS 61.2 and mailed to the **YRA of San Francisco** not later than midnight on Monday following the regatta, or if Monday is a holiday, on Tuesday. Protests will be heard at the clubhouse of the sponsoring yacht club on the third Monday following the race at 1930, or if that Monday is a holiday, it shall be held on following Tuesday. Yacht clubs are responsible for sending a copy of the protest to the protested boat along with notification of the time and place of the hearing to parties to the protest. Note: RRS 63.7 allows protests between boats in different races.

**19.0 APPEALS:**

**19.1** A party to a protest may appeal a decision of a protest committee (PC) to the Race Administration Director at US SAILING (Box 1260, Portsmouth, RI 02871) within the 15-day time limit as provided by RRS F2.1.

**19.2 HOW TO FILE AN APPEAL:** If the protest committee has not provided written decision on protest, one may request the decision as noted in RRS 65.2. The season race packet contains "Guidelines for Presentation of Appeals". Transmit your letter of appeal and accompanying document, including a check payable to YRA of SF Bay for \$50 if you are a US SAILING member (\$100 if not a USSA member). US SAILING will record receipt of your material and forward it to our Association Appeals Committee for handling. US SAILING charges no fee for forwarding an appeal, but YRA of SF Bay requires that an administrative fee be paid (as above) before an appeal or a request will be considered.

**2.0 ADVERTISING:** No advertising which exceeds that allowed in ISAF REG 20 Category A is permitted, except as specified by a particular Chartered Association (ODCA or OYRA). The following restrictions apply to yacht clubs which have commercial sponsors for YRA races: (1) Except for trophies, anything given to racers by event sponsors or the yacht clubs must be given equally to all racers, and (2) No racer shall be required to display any material relating to sponsorship of the event.

**2.1 ON THE WATER COMMUNICATIONS:** RRS 25 is amended to allow for on-the-water radio communication between the RC and racing boats on the VHF channel for the particular course area specified in an individual race packet. The RC shall hail OCS and may advise the fleet starting order by loud hailer and/or VHF radio. See annual CG Blanket Permit with suggested VHF coordination frequencies.

**HDA ADDITIONAL STANDING SAILING INSTRUCTIONS**

**1.0 HANDICAPS:** The length of the race will be listed on the course sheet for the purpose of determining handicaps. 'HDA divisions are using the Time-on-Distance (TOD) system of scoring and will use the listed course length when determining standings.

**2.0 HDA DIVISION FLAGS:** An Alpha Numerical code flag determined by the 'HDA Chartered Association denoting the assigned division must be flown from the backstay of each boat, except during the Vallejo Race.

**ODCA ADDITIONAL STANDING SAILING INSTRUCTIONS**

**1.0 STARTING GROUPS:** Racing group starting sequences are contained in the ODCA Calendar. It is available from the YRA office.

**2.0 STARTING SEQUENCE FOR TWO RACE DAYS:** Classes shall start the first race on a two-race day in order listed on the ODCA Calendar, with classes that have dropped out of a race day eliminated from the sequence to compress starts. Race number two shall start according to YRA 13.0.

**WBRA ADDITIONAL STANDING SAILING INSTRUCTIONS**

**1.0 16.0 DAILY TROPHIES** is deleted. Individual classes will supply their own daily trophies.

**2.0 USE OF VHF RADIOS:** Race Committees are requested to notify each fleet of the course to sail and to notify those starting prematurely (OCS) on VHF channel designated in the WBRA Calendar. This is in addition to the normal visual signals. For multiple race days, Race Committees are requested to minimize delays between races, as no lunch breaks are desired. Additionally, they are requested to notify each fleet of their approximate starting time for its next race on the VHF channel designated for that day.

**3.0 RESTRICTED AREA** – YRA Standing Sailing Instruction 10.1 is changed as follows: in the first sentence, delete Anita Rock and any buoy marking same. Insert the following at the end of the first sentence; The water between Anita Rock and any buoy marking same shall be restricted. Start/Finish Line: YRA Standing Sailing Instruction 10.2 is changed as follows Delete the second, third, and fourth sentences of YRA Standing Sailing Instructions 10.2

## OYRA ADDITIONAL STANDING SAILING INSTRUCTIONS

**1.0 HANDICAPS:** Length of the race listed on the course sheet is for information only. Scoring is on the basis of Time on Time (TOT).

**2.0 STARTS---No Committee Boat on Station** In the event that no committee boat is on station at Half Moon Bay or Drakes Bay, an OYRA Officer shall assume the responsibilities of the RC and shall start the classes using the most reasonable facsimile of the starting shapes as possible. Starting time for the OYRA Officer' boat shall be fifteen minutes after the last class has been started.

### **3.0 REPORTING AT START:**

3.1 Each boat is responsible for successfully notifying the RC of her intention to race by radioing her sail number and fleet, and receiving an acknowledgment on the VHF channel indicated in the individual race instruction. A boat failing to successfully notify the Race Committee, per above, shall be scored DNS. This changes rule 63.1.

3.2 YRA SSI 9 is modified to state: Boats arriving to the start area later than 10 minutes after their fleet start may cross the start line 10 minutes after the last fleet starts if they have notified the RC of their intention by radio immediately after the last start and before the 10 minute period after the last start. A boat failing to notify the committee of sail number, fleet, and intention to start late will be scored as DNS.

**4.0 PENALTIES:** RRS 44.2 is not in effect. Penalties shall apply under RRS 44.3 using a penalty of 20%.

**5.0 REPORTING FINISH:** Boats finishing during the night will illuminate the boat's sail numbers to assist the RC. In addition, each boat should record her own finish time and note both the boat ahead and behind, whenever possible. Boats not finishing within the time limit or boats not completing the course, unless directly and specifically acknowledged by the RC, must report the fact to the YRA answering service at 415 771 9500. If not able to report while underway, telephone contact must be made immediately after coming ashore. **Any boat not so reporting will be scored points equal to a DSQ under SI 2 and is considered a DNE (Disqualification not excludable).**

**6.0 OPTIONAL PERMITTED EQUIPMENT: Amends RRS 52** Powered Winches: No restriction is placed on the use of powered winches, powered hydraulics, or powered furling devices for those boats that have declared this information on their PHRF application. Only those boats that have declared this equipment and have been rated accordingly can sail in this configuration.

### **7.0 SHORT HANDED SAILING DIVISION:**

7.1 Autopilots are allowed

7.2 Two jibs 'poled out' may be used for downwind sailing.

**8.0 OYRA MINIMUM EQUIPMENT REQUIREMENTS:** The OYRA Minimum Equipment Requirements checklist must be signed and submitted to the YRA office at the time of entry into an OYRA race. Boats not providing this document prior to 3:00 p.m. on Wednesday prior to the first race on Saturday will be scored DNS for that race and all continuing races until this document has been received.

## OYRA ADDITIONAL STANDING SAILING INSTRUCTIONS

**1.0 HANDICAPS:** Length of the race listed on the course sheet is for information only. Scoring is on the basis of Time on Time (TOT).

**2.0 STARTS---No Committee Boat on Station** In the event that no committee boat is on station at Half Moon Bay or Drakes Bay, an OYRA Officer shall assume the responsibilities of the RC and shall start the classes using the most reasonable facsimile of the starting shapes as possible. Starting time for the OYRA Officer' boat shall be fifteen minutes after the last class has been started.

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# Offshore Yacht Racing Association

Yacht name \_\_\_\_\_

Sail # \_\_\_\_\_

## MINIMUM EQUIPMENT REQUIREMENTS 2006 RICHARD CALABRESE, MINIMUM EQUIPMENT OFFICER Questions Call (415) 285-0559

In accordance with OYRA ADDITIONAL STANDING SAILING INSTRUCTIONS Section 8.0 every yacht must meet the requirements found in the International Sailing Federation Special Regulations 2004-2005 edition, for a Category 2 Event, governing offshore and oceanic racing. The minimum equipment required by these regulations is summarized below. Each entrant should obtain a current copy of these requirements directly from US Sailing, Box 1260, Portsmouth, RI 028871. Phone: 1-800-US SAIL-1 or 401-863-0800. Short Handed Sailing class must meet the same requirements. The owner/skipper is directed to the category item found in the ISFSR for a more complete explanation of the requirements.

The safety of a yacht and her crew is the sole and inescapable responsibility of the owner, who must do his/her best to insure the yacht is found sound and thoroughly seaworthy. The skipper must insure that all safety equipment is properly maintained and stored, and that crewmembers have had instructions in its proper use. In addition to lights and equipment required by the Coast Guard and State laws, all yachts participating in OYRA events should meet the minimum equipment requirements as prescribed herein.

### Instructions for self inspecting your yacht:

This form must be filled out and signed by the skipper of a yacht participating in any OYRA race. The completed form must be submitted with your application or it cannot be processed. A copy of the form must be on board when racing. Use margins for explanations or attach an additional sheet if necessary.

When inspecting the yacht refer to the specific Category 2 requirements to insure the item is of proper type and size.

- Place an "X" in the box if it applies to the yacht.
- \_\_\_\_\_ Place an "X" on the line to indicate that the requirement has been met.

NOTE: 2004-2005 edition is being used since US Sailing has not released the 2006-2007 edition and it will not be available until after the season starts.

### **Section 2.0**

- 2.02 Inspection. Skippers must make frequent inspections of their yachts and equipment, and repair or replace questionable items. The decision to race or to continue racing must be made by the skipper of each individual yacht regardless of the actions of other yachts or race committees.
- 2.03 Ballast and heavy equipment shall be securely fastened in position. Internal equipment such as:
  - batteries \_\_\_\_\_,  stoves \_\_\_\_\_,  gas bottles \_\_\_\_\_,  tanks \_\_\_\_\_,  engines \_\_\_\_\_,
  - outboard motors \_\_\_\_\_,  anchors and chains,  other \_\_\_\_\_,  other \_\_\_\_\_

### **Section 3.0**

- 3.02 Hulls of offshore racing yachts shall be self-righting and strongly built, water tight, and capable of withstanding solid water and knockdowns, and have fixed ballast of 800 pounds or more. They must be properly rigged and ballasted, be fully seaworthy, and meet Offshore Racing Council stability requirements, and meet the standards set forth therein.
  - standing rigging \_\_\_\_\_  running rigging \_\_\_\_\_
- 3.08 Hatches, companionway and ports must be essentially watertight, strong and rigidly secured in position with the hatch open or shut and shall be secured to the yacht by a lanyard or other mechanical means to prevent their being lost overboard and so \_\_\_\_\_ arranged that they can be opened from inside or outside.
  - hatch boards in good condition \_\_\_\_\_,  hatch boards secured by lanyard \_\_\_\_\_,
  - deck hatch is water tight \_\_\_\_\_,  deck hatch retainable in open or shut position \_\_\_\_\_
- 3.09 Cockpits must be self-bailing with adequate openings to quickly drain with at least two \_\_\_\_\_ drains of not less than one-inch diameter or equivalent.



# Offshore Yacht Racing Association

- port drain operable \_\_\_\_\_,  starboard drain operable \_\_\_\_\_
- 3.10 An emergency device for closing all through-hull openings. Seacocks and valves themselves are not adequate a  device for closing through hull \_\_\_\_\_
- 3.14 Fixed bow and stern pulpits with two lifelines and stanchions, or substituted for boats under 28' and manufactured before 1/92, one life-line, a single taut life-line running down each side of the deck, fore and aft, with strong adequate fastenings.  
 fixed bow pulpit in good condition \_\_\_\_\_,  stern pulpit in good condition \_\_\_\_\_, stanchions securely installed  
 \_\_\_\_\_, two, "taut" port life-lines  \_\_\_\_\_, two, "taut" starboard life-lines  \_\_\_\_\_
- 3.18 Toilet permanently installed.  \_\_\_\_\_ (For boats under 30' a fitted bucket is acceptable.)
- 3.19 Bunks permanently installed. OYRA requirement: two full sized berths.  \_\_\_\_\_
- 3.20 Cooking stove capable of being safely operated at sea.  \_\_\_\_\_
- 3.21 At least one securely installed water tank discharging through a pump. At least 2.4 gallons of water for emergency use in a dedicated container or containers.  \_\_\_\_\_
- 3.23 Two manual bilge pumps, one operable above and one below deck. Each operable with all below deck openings closed. Boats under 30' at least one permanently installed manual bilge pump of 10 gallons per minute capacity operable with all hatches and companionways closed.  
installed/properly operating  \_\_\_\_\_ Two stout buckets.  \_\_\_\_\_
- 3.24 Marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with a deviation card.  \_\_\_\_\_
- 3.27 Navigation lights.  \_\_\_\_\_
- 3.28 Operable engine and propeller combination capable of driving the boat at speed equal to the square root of the water length and carrying sufficient fuel to operate at this speed for eight hours.  
 \_\_\_\_\_ engine in good order,  \_\_\_\_\_ fuel on board .
- 3.29 Radio receiver capable of receiving weather bulletins, VHF two-way radiotelephone.  
 \_\_\_\_\_, radio receiver capable of receiving weather bulletins  
 \_\_\_\_\_, waterproof hand-held VHF transceiver. (hand-held VHF qualifies as weather bulletin receiver)

## **Section 4.0**

- 4.03 Soft wood plugs, tapered and of appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.  \_\_\_\_\_
- 4.04 Jackstays, clipping points and static safety lines.  \_\_\_\_\_
- 4.05 Fire extinguishers, at least two, readily accessible in suitable and different parts of the boat.  
 \_\_\_\_\_ charged. \_\_\_\_\_  \_\_\_\_\_ charged
- 4.06 Anchor, chain and rope, minimum 150 feet, all of which shall be of suitable size for the yacht.  \_\_\_\_\_
- 4.07 Flashlight, watertight with spare batteries and bulbs.  \_\_\_\_\_  
High powered flashlight or spotlight with spare batteries and bulbs.  \_\_\_\_\_
- 4.08 First aid kit and manual.  \_\_\_\_\_.
- 4.09 Manually operated foghorn.  \_\_\_\_\_.
- 4.10 Radar reflector.  \_\_\_\_\_.
- 4.11 Navigation equipment including charts.  \_\_\_\_\_.
- 4.12 Durable stowage chart clearly marked with location of the principal items of safety equipment.  \_\_\_\_\_
- 4.13 Echo sounder or lead line.  \_\_\_\_\_
- 4.14 Speedometer or distance measuring instrument.  \_\_\_\_\_
- 4.15 Emergency steering. Emergency tiller (if required).  \_\_\_\_\_  
Alternative methods of steering need only be discussed with crew.  \_\_\_\_\_
- 4.16 Tools and spare parts.  \_\_\_\_\_  
Rigging cutters, hacksaw and blades.  \_\_\_\_\_
- 4.17 Floatable equipment shall be painted with the yacht's name.  \_\_\_\_\_.  
(Personal equipment must have crewmembers name affixed to it)





# Offshore Yacht Racing Association

- 4.18 Marine grade retro-reflective material shall be fitted to lifebuoys, life slings and lifejackets.  \_\_\_\_.
- 4.22 The life buoy shall be a *Lifesling* handy to the helmsman.  \_\_\_\_.  
The pole with one life buoy, a whistle, drogue, and self-righting light is required  \_\_\_\_.
- 4.23 Pyrotechnic signals conforming to the current international Convention of the Safety of Life at Sea (SOLAS) regulations (chapter VII Visual Signal) and not more than 3 years old stowed in a waterproof container(s) except that national authorities may prescribe a longer pyrotechnic life fir yachts under their jurisdiction. (US Sailing prescribes that for yachts under its jurisdiction, SOLAS flares may not be more than 6 years old.)

## Category 2 pyrotechnic requirements:

### SOLAS FLARES ARE REQUIRED AS FOLLOWS:

- RED PARACHUTE FLARE. Expiration date \_\_\_\_\_
- RED PARACHUTE FLARE. Expiration date \_\_\_\_\_
- RED PARACHUTE FLARE. Expiration date \_\_\_\_\_
- RED PARACHUTE FLARE. Expiration date \_\_\_\_\_
- RED HAND FLARE. Expiration date \_\_\_\_\_
- RED HAND FLARE. Expiration date \_\_\_\_\_
- RED HAND FLARE. Expiration date \_\_\_\_\_
- RED HAND FLARE. Expiration date \_\_\_\_\_
- WHITE HAND FLARE. Expiration date \_\_\_\_\_
- WHITE HAND FLARE. Expiration date \_\_\_\_\_
- WHITE HAND FLARE. Expiration date \_\_\_\_\_
- WHITE HAND FLARE. Expiration date \_\_\_\_\_
- ORANGE SMOKE FLARE. Expiration date \_\_\_\_\_
- ORANGE SMOKE FLARE. Expiration date \_\_\_\_\_

- 4.24 Heaving line (50 ft min length) readily accessible cockpit.  \_\_\_\_.
- 4.25 Cockpit knife strong, sharp sheathed attached by a lanyard shall be provided readily accessible in cockpit.
- 4.26 Storm & heavy weather sails.  \_\_\_\_

### **Section 5.0**

- 5.01 Each crewmember shall have lifejacket with whistle attached.  \_\_\_\_.  
(Type 1 USCG approved PFD / Inflatable PFD British or Euro approved.)
- 5.02 Safety harness for each person on board,  \_\_\_\_  
A means for retrieving a man overboard.  \_\_\_\_.
- 5.04 Foul weather suit for each crewmember.  \_\_\_\_
- 5.05 Knife for each crewmember.  \_\_\_\_
- 5.08 Man-Overboard Practice Certificate.  \_\_\_\_
- 5.10 Preventer of Boom Restraining Device.  \_\_\_\_



# Offshore Yacht Racing Association

## OYRA EXCEPTIONS TO CATEGORY 2

- ABS Certificate is not required to be on board.
- For boats less than 30' the requirement for lifelines and pulpits is waived provided jackstays are installed.
- For boats 30' and under a fitted bucket is acceptable.
- Cooking stove is not required, unless original equipment.
- Emergency water requirements are waived but at least 2.4 gallons of water must be carried. For boats less than 30' the water tank securely installed and discharging through a pump requirement is waived.
- Boats under 30' must comply with section 3.18 section C, one manual bilge pump operable with all seat hatches and companionways shut.
- Emergency navigation lights wattage requirements are waived, not the requirement for the lights and power.
- The requirement for permanently installed propulsion engine and fuel tanks are waived for boats under 30'. Outboard engines and fuel for eight hours of operation meeting the performance specifications are required.
- Masthead antenna requirement is waived.
- For local races the requirement for a life raft is waived. For designated long distance Off Shore Races, a life raft capable of carrying the entire crew which must have a valid annual certificate from the manufacturer or an approved agent certifying that it has been inspected and stating the official capacity of the raft that shall not be exceeded.
- The requirement for a storm trysail and storm jib is waived. One heavy weather jib is required.  \_\_\_\_\_. Main sails shall comply with the requirements except that a reefing main is not required on boats that are less than 28' that have adequate trimming devices to handle heavy weather conditions.  \_\_\_\_\_. A topping lift is not required unless part of original equipment.
- Grab bags requirements are waived.
- EPIRB requirements are waived.

Yacht Name: \_\_\_\_\_ Date of Inspection \_\_\_\_\_

I have inspected the above named yacht and certify that all of the equipment and safety gear noted above is on board and in good working order. I further certify that we have, in the last three months, conducted a man overboard practice, discussed man overboard procedures and discussed other emergency procedures with the crew.

\_\_\_\_\_  
PRINT NAME

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

Revised 10/1/2005



# Offshore Yacht Racing Association

## SHORT HANDED SAILING

### MINIMUM EQUIPMENT REQUIREMENTS

1. Lifelines or safety lines leading from both sides of the cockpit forward and well secured at each end\*\*
2. Fire extinguisher meeting United States Coast Guard requirements
3. Manual bilge pump of at least 10 gallons per minute capacity
4. Anchor with suitable chain and line
5. Sea cocks of soft wooden plugs to close all through-hull openings\*\*
6. Navigation lights
7. Compass
8. Charts and piloting tools
9. Lead line or echo sounder\*\*
10. Fog Horn
11. Radar reflector\*\*
12. Waterproof flashlight
13. First aid kit
14. At least two gallons of fresh water\*\*
15. Life jacket with whistle and strobe light attached
16. Safety harness
17. VHF radio with channels 16, and 69, 78 \*\*
18. Three red parachute flares and three red hand-held flares, two orange smoke flares\*\*
19. An alternate means of propulsion.

**NOTE:** \*\* Indicates items that are not mandatory for races whose entire course is within San Francisco Bay.

This list does not attempt to encompass all the equipment that is necessary for shorthanded sailing, and compliance with this list does not relieve the skipper in any way of his sole responsibility for the safety of himself and his vessel.

### EXCEPTIONS TO RACING INSTRUCTIONS

1. Single-handed sailed boats receive an upward allowance of 12 sec/mi to their rating. Please advise the YRA office at 415-771-9500 immediately following the race if you are sailing single or double handed. Check the posted results promptly and advise the YRA office if not correct within two weeks.
2. Autopilots are allowed.
3. Two jibs "poled out" maybe used for downwind sailing.

**INSPECTION:** The Race Committee/Commodore/Minimum Equipment Office has the right to inspect any vessel and to reject or disqualify it, if they find it does not meet the requirements of these Safety requirements.

**INFORMATION:** WEB SITE [WWW.YRA.ORG](http://WWW.YRA.ORG) YRA 415-771-9500 or e-mail YRA [info@yra.org](mailto:info@yra.org)

END



YACHT RACING ASSOCIATION  
Quarters 35S FORT MASON  
SAN FRANCISCO, CALIFORNIA 94123

**2006**

### **YRA BAY RACING MINIMUM EQUIPMENT REQUIREMENTS**

The following equipment shall be required for all yachts racing in YRA events:

1. USCG approved life jackets for each member of the crew
2. One horseshoe life ring or 18 inch diameter USCG approved ring buoy
3. USCG approved (or equivalent) fire extinguisher as required by USCG Rules, readily accessible
4. One manually operated bilge pump
5. One suitable anchor and cable
6. Fog horn
7. Marine compass
8. Suitable charts for piloting

Contestants are reminded that conditions on San Francisco Bay and the Pacific Coast are quite unpredictable, and winds in excess of 30 knots are not uncommon. The USSA rules state: "**It shall be the sole responsibility of each yacht to decide whether or not to start or continue the race.**"

We would further remind all contestants that as provided in the USSA rules: "Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so." We will trust that all contestants will do everything in their power to make our sport of yacht racing as safe as it has been in the past.

**ADDITIONAL EQUIPMENT REQUIRED FOR OFFSHORE YACHT RACING ASSOCIATION (OYRA) .**

# GUIDELINES FOR THE PRESENTATION OF APPEALS

(Updated January 1, 2006)

## **1. INTRODUCTION:**

These Guidelines are intended to help the recipient of bad news, in the form of an adverse protest committee decision, to decide if the decision is one that is “appealable.” Also, if the considered answer to this question is “yes”, to provide a procedural path that is easy to follow.

Note that these “guidelines” are just that. Guidelines, nothing more. They are not rules. We cannot prosecute if you don’t take them to heart, but we trust that you will understand that they exist for your convenience as much as for ours.

The governing rules, which must be complied with, are RRS 70, RRS 71, and RRS Appendix F. We urge you to start your enlightenment by reading each paragraph of F1 and F2. They are to be found in the 2005-2008 edition of the “Racing Rules of Sailing”. If the cover of your rule book is blue, get rid of it! It’s amazing how many protests, decisions, and appeals quote obsolete rules.

## **2. JURISDICTION:**

Now that you’ve read F1 and F2 (if you didn’t, go back and do so now) you have learned that the **(national)** US SAILING Appeals Committee does not accept appeals from protest decisions directly. F1.1 requires that a party to a protest desiring to appeal a decision on protest must first appeal to the **(local)** Association Appeals Committee (AAC). The AAC? That’s us, the duly appointed Association Appeals Committee of YRA of S.F. Bay. So, your appeal must first be considered by us. However, if we don’t handle your case properly, you may then appeal our decision to US SAILING Appeals Committee.

## **3. PREPARATION:**

Now read Paragraph 18.2 of the YRA Standing Sailing Instructions. This paragraph tells you:

- a. To obtain a written decision from the protest committee.
- b. What to do if you have trouble obtaining a written decision (see RRS 65.2).
- c. Where to send your appeal letter and relevant documents (see F1.1).
- d. The procedure for submitting the fee which must accompany your appeal.
- e. Regarding the time limit for filing an appeal (F2.1), note that the clock does not start until you have actually received the written decision on protest. Show the actual date you received the written decision in your letter of appeal.

## **4. TIME OUT!** (This is the important part)

Now, pause and consider whether or not you really should appeal the protest committee decision. The rules guarantee your right to appeal, but that right should not be abused by frivolous or capricious appeals. Mere disagreement with the findings of fact by the protest committee, or disappointment over an adverse decision is not reasonable grounds for appeal.

The findings of fact determined by the protest committee are final (See F5). The protest committee has listened to you and to your opponent, deliberated on what they have heard and seen, decided what the true facts are, and based their decision on them.

Protest committees who know what they are doing will write an essentially appeal-proof decision. However, protest committees are not always as adept as they could be. If this is the case, and if they construct an impossible scenario, or if they have misinterpreted or misapplied the rules to the facts they have found, then you could have cause for appeal. Further, the rules that govern conduct of protest hearings are there for your protection. If a conduct-of-hearing rule is infringed by the committee, make your objections unmistakable at that time. If over-ruled, you may have cause for appeal. A careful reading of the rules procedures will show you that they are there to protect your rights.

Refer to the US SAILING Decisions on Appeal and the IASF Cases to see if a similar case exists. If you find a case that supports your viewpoint, refer to it. If you find a case similar to yours in which the same rules application was sustained, don't waste your time submitting an appeal.

#### **5. THE APPEAL:**

Your letter of appeal should state plainly what you consider to be wrong with the interpretation or application of the rules, or the procedures of the committee which conflict with the rules. Again, don't debate about the facts found unless they are patently impossible, or conflict with the diagram furnished by or endorsed by the protest committee. Be sure to demonstrate your awareness of the rules and procedures by furnishing all of the required documents (F2.2).

#### **6. THE APPEALS COMMITTEE WILL:**

- a. Acknowledge the appeal and transmit copies of the appeal and the relevant documents to the other parties to the protest and to the protest committee. You will receive a copy of the transmittal letter only, so be sure to retain copies of everything you submit with your appeal.
- b. Invite comments on the appeal from the protest committee and from the other parties. If they do choose to comment, we ask that they send copies of their comments to each other and to you.
- c. Not conduct an appeals hearing per se. In rare cases the appeals committee may communicate with a party or the protest committee to clarify a statement. The decision is announced only in writing, and once published the appeals committee will make no further comment regarding the case.

#### **7. CONCLUSION:**

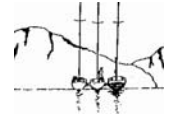
If the prospective appellant needs answers to any other questions about procedure, he may refer them to the Chairman of the Association Appeals Committee (Tom Allen) by letter (33 Eucalyptus Knoll, Mill Valley, 94941), by email ([tomallen2@comcast.net](mailto:tomallen2@comcast.net)), or by telephone (415-381-1128). We are happy to help the appellant along the procedural path, but will not discuss the case itself with the appellant or anyone else.

Please keep these guidelines. Hopefully, you will never need them.

THE APPEALS COMMITTEE OF THE YACHT RACING ASSOCIATION OF SAN FRANCISCO BAY



# OFFSHORE YACHT RACING ASSOCIATION



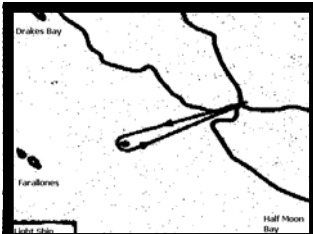
(THE BEST KEPT SECRET IN SAILING)

CREWED or SHORT HANDED

## Spring Series

## Season Championship Series

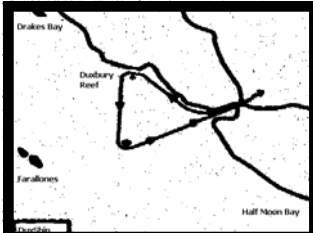
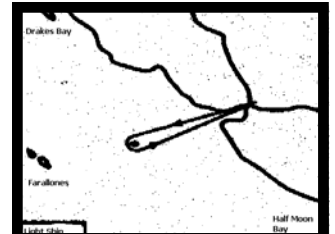
## Fall Series



March 25  
April 22  
May 20  
May 26  
June 3  
June 4

### Spring Series

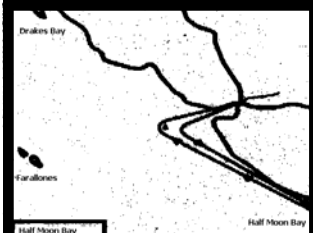
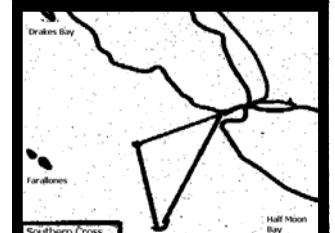
LIGHTSHIP I	STFYC
DUXSHIP	SSS
NORTHERN STAR	SBYC
*MONTEREY	SFYC&MBYC
DRAKES BAY	CYC
DRAKES BAY	CYC



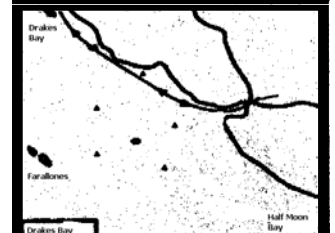
July 29  
August 12  
August 19  
September 1  
September 30  
October 7

### Fall Series

LIGHTSHIP II	RYC
HALF MOON BAY	HMBYC
SOUTHERN CROSS	IYC
*WINDJAMMERS	SCYC
FARALLONES	BVBC
JUNIOR WATERHOUSE RYC	



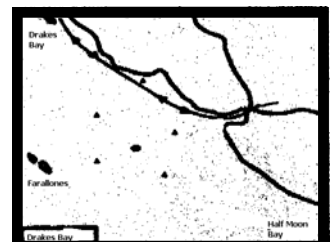
\*Requires separate entry fee and application, results to be counted in the "Offshore" Championship Season.



## SAIL THE BAY OPENER\*

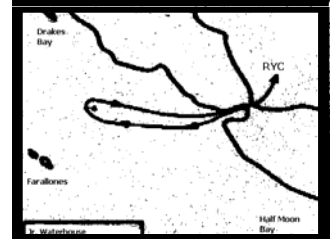
May 6 and 7, 2006 VALLEJO OPENER VYC

\*Must enter races with the YRA on original application to sail the Vallejo Bay Opener at \$5.00 additional charge.



## OYRA AWARDS PARTY

INVITATIONS WILL BE SENT AS WE NEAR SEASON'S END. SEASON TROPHIES WILL BE AWARDED AT THE COMBINED YRA/HDA/OYRA SEASON TROPHY PARTY IN NOVEMBER.



## OYRA REPRESENTATIVES

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MIN EQUIP	RICHARD CALABRESE	415-285-0559
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