

WEST ISLAND INVITATIONAL- NOTICE OF RACE SATURDAY AUG 13, 2022

A. INTENT OF PROGRAM

All sailboats are assumed to comply with manufacturers' standard hull and accommodation plans. It is the responsibility of the owner or charterer of any vessel that has been materially modified or is of a unique design that might not conform to SBCC rules and regulations to inform the Handicap Committee of the irregularity prior to racing. That vessel will then be reviewed by the Handicap Committee and rated accordingly.

B. EQUIPMENT

All equipment required for the participating vessel is to comply with Federal, State and Local requirements. It is strongly recommended that all sailboats participating in a SBCC sanctioned race on the Great South Bay comply with US Sailing from ISAF Category 4 & 5 equipment requirements. A vessel that races must have a working auxiliary engine capable of propelling her at hull speed upwind in moderate conditions and sufficient fuel to return to home port.

C. INSPECTION POLICY AND PROCEDURES

With the permission of the owners or their representatives, the SBCC measurer/ handicap committee may conduct random inspections to confirm compliance with equipment and handicap declarations of any SBCC sailboat racing in SBCC sponsored races. These inspections may also be requested to resolve protest issues.

D. HANDICAPS

The SBCC fleet includes many different types of sailboats. In order to make race participation fair to as many members as possible, SBCC performance handicap racing is offered. Under this system every boat in the fleet is given an SBCC rating. Updated information on the SBCC Handicap process and regulations are available on the SBCC racing web site (www.sbccracing.org) under 'Racing Info' via the SBCC PHRF Regulations link. Handicap forms may be obtained from the SBCC web site (www.sbccracing.org) or by contacting the Handicap Chairmen via email. Boats that do not have a handicap form on file will be assigned a base handicap based on published US Sailing handicaps. In this case the committee may give a handicap that is less favorable than that which could be obtained by filing a handicap form. The form must be updated when a change is made to the boat.

E. HANDICAP APPEAL

A skipper who believes the boat's handicap might deserve correction may request a handicap review by submitting a written request to the Handicap Chairmen stating the reasons he or she believes a review is in order. The Handicap Committee will respond in writing within 10 days and the new handicap, if any, will take effect as of the date of the written decision. Skippers who are not satisfied with their decision have recourse by appealing directly to US Sailing. The appeal to US Sailing can only be done once in each calendar year. Contact the PHRF Committee or US Sailing for the procedure and current cost.

F. SBCC HANDICAP CLASSES

We will sail three classes: Spinnaker, Non-Spinnaker and Multihull classes. Classes are scored under the SBCC Performance (using time on distance method) handicap system. Only one headsail may be flown in the fore-triangle at any one time. The Non-Spinnaker sail inventory is restricted to use of only those sails that can be correctly flown on all points of sail. Boats handicapped as having permanent double head rigs will be permitted to fly their staysail when racing in these classes. Non Spinnaker boats will fly a blue streamer and Spinnaker boats will fly a red streamer.

G. RACING NUMBERS

Racing numbers, either US Sailing or SBCC, are required on mainsails, spinnakers, and overlapping headsails with an LP of greater than 130% of J dimension. Numbers shall be integer values with no leading zeros and have high contrast to the sail. This modifies RRS, 77.

H. MEMBERSHIP RESTRICTION

The West Island Race is an Invitational event.

I. RACE SCORING

SBCC races will be scored using the time-on-distance method. A boat's reported time will be based on its assigned handicap and the distance of the measured course. The boat with the lowest corrected time is the winner. To determine the winner of the Deale trophies, (see section IV. F), the race scorer will apply an adjustment between the winners of the spinnaker class and non-spinnaker class. The following adjustments will be applied to spinnaker boats:

Wind Speed in knots	Handicap Reduction in seconds
<10	30
10-19	24
20+	18

STARTING LINE and FINISHING LINE PROCEDURES and RULES

CODE SIGNALS

The following RRS code flags are some of the more common race signals used during SBCC conducted races.

'Y' Life jackets are required by all crew.

D. STARTING SEQUENCE

SIGNAL*	FLAG AND SOUND	MINUTES BEFORE START SIGNAL
Warning	Class Flag and 1 sound	5
Preparatory	P Flag and 1 Sound	4
One- Minute	Remove P Flag and 1 Long Sound	1
Starting	Remove Class Flag and 1 Sound	0

*Approximately one minute before the warning signal for the first class to start, the RC may make 4 or more, quick sound signals to bring your attention to the sequence commencing.

The Race Committee may utilize a “keep-off” (anti-barging) buoy. If one is used, please note this is not a temporary or an accidentally attached object, and is considered part of the committee boat.

E. STARTING LINE ETIQUETTE

Racing skippers are reminded to stay clear of the starting line until the Preparatory Signal for their class. Classes not starting are to remain clear of all boats in the division before them. Failure to do so may result in a protest that may lead to a disqualification. No boat will be disqualified without first being given a direct and specific verbal warning.

F. RECALLS

A boat failing to heed its recall will be penalized by having 30 minutes added to their elapsed time.

G. STARTING / FINISHING

The start and finish line is determined by the “X” mark (or buoy) and an orange flag on the Committee Boat or Committee Platform.

H. RADIO COMMUNICATIONS

All boats participating must monitor VHF channel #72 at all times before and during the race. All boats should register with the Race Committee prior to the first gun. A boat electing to withdraw must broadcast their intentions on VHF radio channel #72. Racers are requested not to initiate communications with the Race Committee from the time of the warning gun to the time that the last class starts.

I. OTHER INFORMATION

No boat may make use of an autopilot during any SBCC race. Contact the Race Committee for that race when "L" Flag is flown.

VII. TIME LIMIT

The time limit for each race is stated in the notes to the Racing Schedule. The time limit for all classes starting after the first class will be extended so as to allow all classes to have the same amount of racing time. If any boat finishes within the time limit for her class, it is a race for her class. Yachts finishing after the Committee Boat has left its station should record their time and report it to the Race Committee as soon as possible.

VIII. PROTESTS AND REDRESS

The Protest Committee will only entertain protests and requests for redress made in conformity with RRS section 'A' and submitted on a valid US Sailing protest form. The time limit for protesting or requesting redress is one (1) full business day after the last boat in the race finishes, except where the rules provide otherwise. The protest/request for redress is to be mailed, showing a postmark by the postal service, or e-mailed to the Protest Chairman within the time limit. The Protest Committee will attempt to hold a protest/redress hearing by the second Monday after the time limit has expired. If a party to the hearing of a protest or request for redress does not come to the hearing, the Protest Committee may nevertheless decide the protest or request. A party may appear at a hearing through its representative by telephone conference provided arrangements to do so are made with the Protest Chairman 24 hours prior to the scheduled hearing date.

IX. SAFETY

It is the exclusive responsibility of each skipper to decide whether or not to start, continue, or drop out of any event. South Bay Cruising Club does not assume any liability for the decision of any participant. The Board of Governors of the South Bay Cruising Club recommends that all owners and skippers carry liability, as well as hull insurance, to protect all parties from the financial consequences of an accident. Common sense should be used to determine whether to venture out. This applies to racers and the RC. Listen to USCG and/or NOAA updates to guide your decision as well. If gale warnings are posted, lightening is in the forecast, or other severe weather is imminent, check your email, text messages, phone, VHF 72 to see if there are attempts to announce a cancellation. Ultimately it is your decision to participate. For answers to questions regarding minimum U.S. Coast Guard equipment requirements, see the Coast Guard Safety Info web site at www.uscgboating.org.

X. Start

Bay Shore Start off Brightwaters Canal approx 1/4 to 1/3 mile out slightly to the east, adjusted by the RC for best possible start

First Gun 12:00 Noon.

Separate starts as indicated in yearbook. Spin and NoSpin classes will use current SBCC Handicaps

Class start for Spin

Class start for NoSpin to follow

Class start for Multihulls after NoSpin

Course:

Counter Clockwise Course

Clock Wise Course

Start Bay Shore Area

Start Bay Shore Area

"10" West Channel - Port

"10" West Channel - Port

"EW" Crazy Charlie - Port

"4" North Channel - Starboard

"8" East Channel - Starboard

"9" North Channel - Starboard

"19" East Channel - Port

"19" East Channel - Starboard

"9" North Channel - Port

"8" East Channel Port

"4" North Channel - Port

"EW" Crazy Charlie - Starboard

"10" West Channel - Starboard

"10" West Channel - Starboard

Finish

Finish

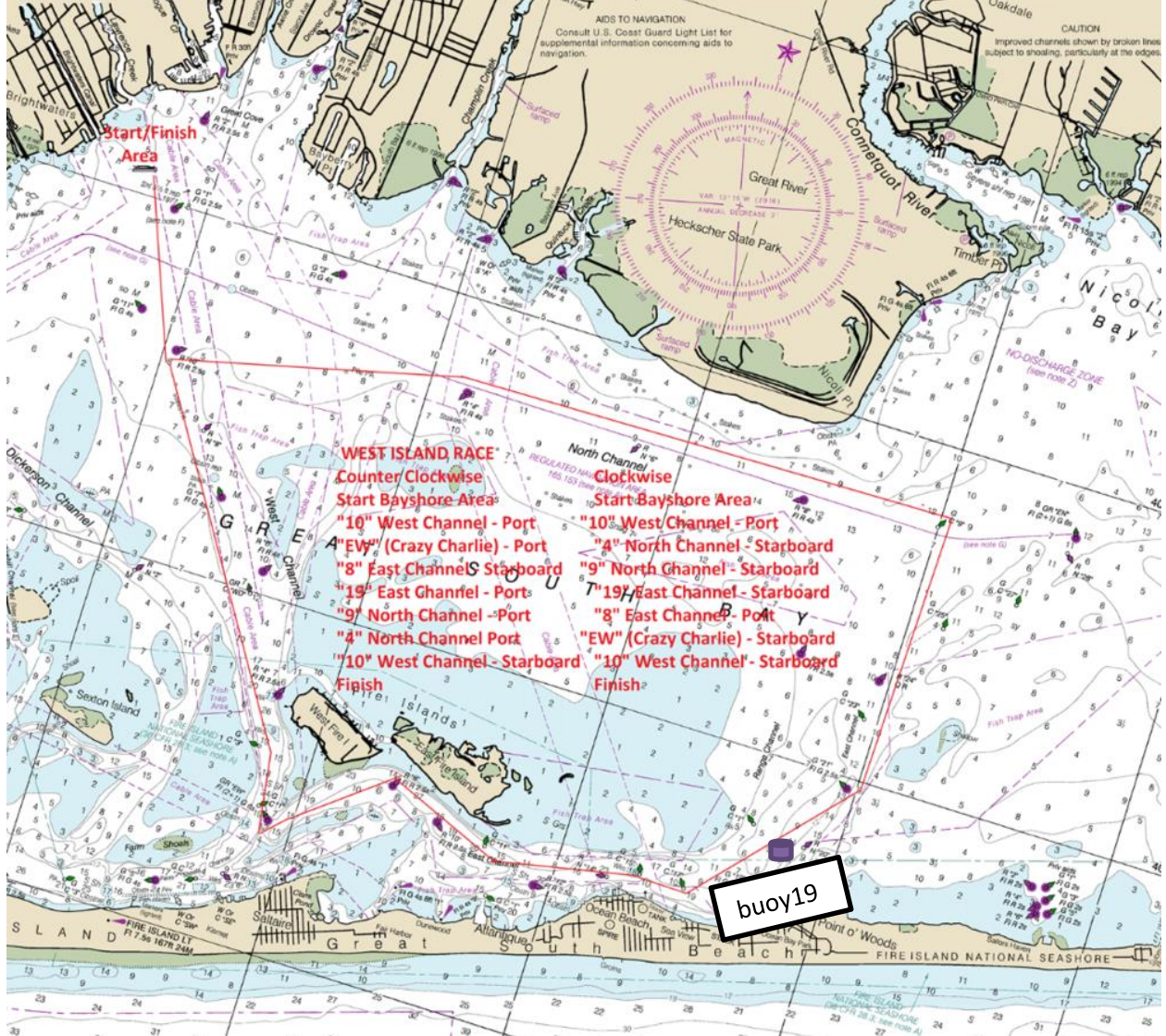
in the limits of this chart
Information may be
S. Coast Guard District
o other private buoys are
S. Coast Guard Light List.

navigation are not indicated on this chart. See
Local Notices to Mariners.
During some winter months or when endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

NOTE F
State maintained orange and white reg-
buoys identify an area prohibited for at-
tention. The buoys are not charted an
frequency shifted in position to reflect ch
local conditions.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

CAUTION
Improved channels shown by broken lines
subject to shoaling, particularly at the edges.



buoy19