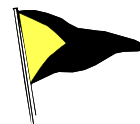


37TH ANNUAL BCYA RACE TO BALTIMORE

Sailing Instructions

Saturday, 19 July 2025

Baltimore City Yacht Association



CBYRA Sanction: #25-104

1 RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 All boats shall comply with the “US SER Nearshore Category” of the US Sailing Safety Equipment Requirements (available on the US Sailing website www.ussailing.org).
- 1.3 Boats competing in a CRCA division shall comply with CRCA Class Rules.
- 1.4 Boats competing in an ORC division shall comply with the 2025 ORC Rules and Regulations.
- 1.5 If there is a conflict between the Notice of Race and these Sailing Instructions, these Sailing Instructions (SI) will govern.
- 1.6 SI 6.8, 6.9, 9, 10.5, 11.2, 12.1, 14.4 and 14.5 change the racing rules. Please, see the individual SI for additional information.

2 NOTICES TO COMPETITORS

- 2.1 Changes to these SI will be posted on the BCYA web site, <https://www.bcyra.com/race-to-baltimore>, no later than 2000 hours on 18 July 2025.
- 2.2 Changes to these Sailing Instructions may be made orally on the water prior to the warning signal for the race as specified in RRS 90.2(c).
- 2.3 Race committee communication will be on VHF channel 72. Competitors shall monitor this channel while racing for any notices from RC.
- 2.4 Post-race notices to competitors will be emailed to registered skippers.

3 SCHEDULE OF RACES

One race is scheduled to be sailed on 19 July 2025.

4 RENDEZVOUS

- 4.1 The competitors shall rendezvous at 1100 hours in the vicinity of Baltimore Light, N 39° 03.552' W76° 23.940', CBYRA North Chesapeake Bay Bridge Area Mark “T”.
- 4.2 The race committee may hoist flag L to indicate that they are moving the starting area to an alternate location.

5 THE COURSE

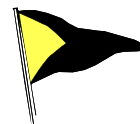
- 5.1 The race committee shall post the course to be sailed no later than the preparatory signal for that division. The course will be indicated by displaying the appropriate letters on a board from the side of the Race Committee boat opposite the starting line.
- 5.2 The race committee may designate different courses for different classes. All courses will use CBYRA North Chesapeake Bay Bridge Area and CBYRA Baltimore Harbor & Patapsco River Area Marks. All designated marks shall be honored as rounding marks. The color of the letters posted by the race committee shall designate to which side a mark is to be rounded: red to port; green to starboard. CBYRA mark information will be posted to <https://www.bcyra.com/race-to-baltimore>.
- 5.3 Competitors shall take care near Mark N, Craighill Light, due to the presence of submerged rocks.
- 5.4 When transiting through the former Francis Scott Key Bridge crossing:
 - a.) Competitors shall pass through within the federal channel **ONLY**.
 - b.) Competitors shall keep a safe distance from any construction craft. See SI 14 for additional information.
 - c.) Competitors shall be aware of the 500-foot safety zone-no entry areas.
 - d.) The safety zone-no entry area boundaries shall be treated as *continuing obstructions*.See Attachment A for additional information.

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Sailing Instructions

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











Baltimore City Yacht Association



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6 THE START

- 6.1 The starting line will be between a staff displaying an orange flag on the committee boat, and the course side of a nearby inflatable or government mark. If an inflatable mark is used, it will be a yellow cylinder.
- 6.2 Divisions will be started in accordance with RRS 26.
- 6.3 The scheduled time of the warning signal for the first division is 1125.
- 6.4 Race committee will start the divisions in the following order:

<u>Division</u>	<u>Division Flag</u>
PHRF Cruiser Non-Spinnaker	 8
PHRF Cruiser Spinnaker	 2 ND Repeater
CRCA Cruiser	 White
ORC Performance Cruiser	 O
	 5
Multihull	 F  W
PHRF C	 7
CRCA Racer	 Green
PHRF B	 6
ORC Open	 O
	 1
PHRF A	 9

BCYA will issue an addendum in conformance with SI 2.1 with the final division starting order.

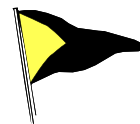
- 6.5 A boat shall clearly display its division flag at her stern, and if the boat has a backstay, it shall be approximately 5 feet up the backstay. If the boat has a bow pulpit, the boat may also clearly display its division flag from her bow pulpit.
- 6.6 The committee may combine starts based on division sizes. Combining starts may occur at any time prior to the first warning and will be done in accordance with SI 2.2. Combining starts will not affect scoring.
- 6.7 NP: Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other divisions. The race committee may protest a boat that enters the starting area during the period between the Warning signal of the first division to start and the Warning signal of its own division. The starting area is defined as the area extending 300 feet behind, 150 feet in front of, and 100 feet beyond each end of the starting line.
- 6.8 When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes rule 62.1(a).
- 6.9 A boat that starts more than 15 minutes after her Starting signal shall be scored Did Not Start (DNS) without a hearing. This changes rules 35, A4 and A5.

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7 THE FINISH

- 7.1 The finishing line will be between a staff displaying an orange flag on the committee boat or Anchorage Marina dock and a yellow inflatable drop mark. The orange flag and drop mark will be in the general vicinity of Anchorage Marina, N 39°16.647', W 76°35.043'.
- 7.2 The course may be shortened at any designated mark in conformance with Rule 32.
- 7.3 After finishing, boats are requested to keep clear of the finishing area and not cross back through the finish line.
- 7.4 Any vessel finishing who is unsure if the race committee is on station is requested to finish and report her finishing time and her position in relation to nearby boats to the race committee via email at racechairman@bcya.com.

8 PENALTY SYSTEM

The Scoring Penalty of rule 44.3 shall not apply.

9 TIME LIMIT

The time limit shall be 1730 hours for all competitors. Boats failing to finish within the Time Limit, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat in its division that finished within the Time Limit. This changes RRS 35, A5.1, A5.2 and A10.

10 PROTESTS AND REQUESTS FOR REDRESS

- 10.1 Promptly following the completion of the race, a boat that intends to protest an incident shall notify the race committee via VHF Channel 72 of the name of the boat(s) that she intends to protest. The race committee shall be notified of the intent to protest before the protesting boat leaves the racing area.
- 10.2 Protest forms may be downloaded from US Sailing's website here, "[US Sailing Protest Form 2021-2024](#)". Protests and requests for redress shall be emailed to racechairman@bcya.com within the appropriate time limit.
- 10.3 For each division, the protest time limit will be 90 minutes after the last boat in that division has finished.
- 10.4 Emails will be sent no later than 21 July 2025, 2000 hours to inform competitors of hearings in which they are parties or named witnesses. The proposed locations and times of the hearings will be included in the notice.
- 10.5 Breaches of instruction 6.7 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

11 SCORING

- 11.1 The Low Point scoring system of Appendix A will apply.
- 11.2 For divisions with multiple ratings, the decision on the scoring method and scoring parameters used for the race will be at the sole discretion of the Race Committee. This includes the length of the course, directions of the legs and the wind details such as strength and direction. These decisions will not be grounds for a request for redress by any boat. This changes RRS 61.1(a).

12 SAFETY REGULATIONS

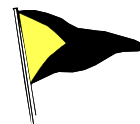
- 12.1 All boats shall check in with the race committee prior to racing. Check-in shall be performed by sailing within hail of the committee boat. Boats shall inform RC of their name, sail number, and division. Check-ins will not be accepted over VHF. The designated VHF channel is reserved for race committee communication only. A boat that fails to check in shall be scored Did Not Compete (DNC) without a hearing. This changes rules A4 and A5.
- 12.2 A boat that retires from the race shall notify the race committee as soon as possible. If a boat is unable to raise race committee on VHF Channel 72 to meet this requirement, she shall send an email to racechairman@bcya.com identifying the vessel retiring.

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- 12.3 **GALE WARNING.** If at 2000 on Friday, 18 July 2025, a gale warning is in effect for the scheduled day and time of the race, the race will be abandoned. Notice will be posted on <https://www.bcyra.com/race-to-baltimore>. **The party will still be held.**

13 RADIO COMMUNICATION

Race committee communication will be on VHF channel 72.

14 COMMERCIAL TRAFFIC

- 14.1 All boats are required to yield the right of way to commercial vessels, e.g., freighters, tugs, etc., in the racing area. All boats must take evasive action well in advance of a potentially dangerous situation.
- 14.2 Any attempt to exercise right of way over or to interfere or threaten to interfere with a commercial vessel shall constitute grounds for a protest which may be brought by the race committee, protest committee, or any competitor.
- 14.3 Any boat protested under this section of the SI shall have the onus of satisfying the protest committee that her actions did not violate this section.
- 14.4 A boat without way may use her engine to avoid commercial traffic that is under way provided: (a) the boat does not gain an advantage; (b) using the engine is the boat's only means of avoiding the commercial traffic; and (c) the boat submits a report (in writing or by e-mail) to the event's race committee by the protest filing deadline describing the incident and the boat's actions. This changes RRS 42.
- 14.5 The race committee or protest committee may protest a boat for breaking this section of the SI based on information received from any source. The protest time limit does not apply. This changes RRS 60.2, 60.3 and 61.3.

15 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000.00 per incident or the equivalent.

16 PRIZES

- 16.1 Prizes will be awarded as follows: 1st, 2nd, and 3rd. Prizes shall be presented at the post-race gathering for divisions that have final results.
- 16.2 "Best of Baltimore" trophy: upon completion of the BCYA Baltimore Harbor Cup Regatta, prizes will also be awarded to the boats – one to the best monohull and one to the best multihull – with the best corrected times from the BCYA Race to Baltimore and Baltimore Harbor Cup Regatta.

17 DISCLAIMERS OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority or its agents will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

18 RIGHTS TO USE NAME AND LIKENESS

By participating, competitors automatically grant to the organizing authority the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio, and video recordings, and other reproductions of them made at the venue without compensation.

19 POST-RACE DOCKAGE

Post-race dockage at Anchorage Marina, 2501 Boston Street, Baltimore, MD 21224; N 39°16', W 79°35'

- Post-race temporary (four-hour) dockage – free courtesy of Anchorage Marina
- Overnight dockage with electricity – discounted rate courtesy of Anchorage Marina; call 410-522-7200 to request BCYA Race Discount

20 POST-RACE GATHERING

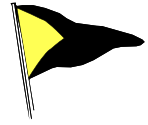
Post-race gathering will be held at Anchorage Marina. Please, see the BCYA web page, www.bcyra.com, for additional information.

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Sailing Instructions – ATTACHMENT A

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FORMER FRANCIS SCOTT KEY BRIDGE CROSSING INFORMATION



Figure 1: Smooth Waters Initiative Map

Smooth Waters Initiative Safety Guidelines:

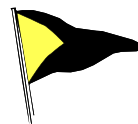
- **Obey Safety Zones and No Entry Areas:** Follow all Safety Zone-No Entry Area's marked as restricted areas
- **Federal Navigation Channel Remains Open:** Not subject to speed restrictions
- **Slow Down Near Construction Zones:** Maintain speeds of 6-knots or less to minimize wake
- **Stay Informed:** Check the [USCG District 5 Local Notice to Mariners](#) for updates and navigation alerts

District 5 Local Notice to Mariners text from LNM05242025:

Patapsco River - Fort McHenry Channel/General/Bridges/Construction

Lat: 39° 13' 07" Lon: -076° 31' 34"

General/Bridges/Construction From: 2025-01-02 To: 2028-10-31 Location: 39.21851° N / 76.52616° W Bridge Name: Francis Scott Key Bridge Mariners are advised that Kiewit Infrastructure Co., on behalf of the Maryland Transportation Authority, will be constructing a new bridge to replace the Francis Scott Key Bridge, over the Patapsco River, mile 5.2, between Baltimore City and Baltimore County, Maryland. Geotechnical exploration, foundation test pile operation, and bridge demolition activities will begin on January 7, 2025, and will continue through October 2028. Work hours will be 24 hours per day, 7 days per week from January 7, 2025, through October 31, 2028. Detailed project information and information concerning waterway closures will be provided via issuance of updated local



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notice to mariners, broadcast notice to mariners, and marine safety information bulletins. Barges, drills, cranes, tugs, and service vessels will be operating or stationed in the vicinity of the existing and new bridge structures. Vessels may safely transit through the existing navigational channel. Kiewit is requesting all Mariners to use extreme caution and transit the working area at their slowest safe speed. Kiewit Infrastructure Co. tugs and vessels will monitor VHF/FM channels 13/16 when work is in progress or vessels are operating in the area. The Kiewit Infrastructure Co., on-site construction leads may be contacted at (201) 832-5004 or (925) 324-6503.