

A dynamic photograph of three sailors on a racing boat, leaning over the side as they compete. The boat is white with blue accents and features a 'HELLY HANSEN SAILING WORLD 2023 REGATTA SERIES' sticker. The background is a clear blue sky and sea.

HELLY HANSEN

SAILING WORLD 2023 REGATTA SERIES

SAILING INSTRUCTIONS AND
OFFICIAL PROGRAM GUIDE

2023 PREVIEW

Parasailing Fleets
4 Race Circles + 2 Day Distance Race
Junior & Mixed Plus Divisions
Social Pass - Mount Gay Rum

Helly Hansen Awards
Speaker Series
Quantum Sails Weather Briefings
Live Music, Dinner & Dancing

SAN DIEGO, CALIFORNIA MARCH 17 – 19, 2023



WELCOME TO THE 2023 HELLY HANSEN SAILING WORLD REGATTA SERIES

Back again and better than ever, as we head into our 9th year partnering with Sailing World as the title sponsor and exclusive apparel partner for your days on the water! This year is shaping up to be the best yet at the Helly Hansen Sailing World Regatta Series.

For many, this event signals the highlight to their sailing season and for the team at Helly Hansen it is no different. We look forward to catching up with the sailors every year, not only for the racing stories but the comradery on and off the water that makes this event so special.

Keep your eye out for the pop up shop with Team One Newport on site to see our full range of Helly Hansen Sailing World Regatta Series apparel and our new sailing collection for 2023 featuring Oceanbound recycled gear as well as S'Cafe infused apparel utilizing coffee grounds and recycled fibers for natural UPF and odor protection that never wears out. As always you can shop our online store for the event:

www.team1newport.com/Helly-Hansen-Sailing-World-Regatta-2023/products/1390/

With a long list of first to market innovations necessitated by our passion for the water, this includes the first supply waterproof fabrics in 1877, the first fleece fabrics in 1961, the first technical base layers in 1970 and many more since then. To learn more about Helly Hansen's heritage and innovations, visit:

www.hellyhansen.com/about-us/heritage



HELLY HANSEN

SAILING WORLD REGATTA SERIES

regattas@sailingworld.com sailingworld.com/regatta-series

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HOST CLUB WELCOMES

Dear Sailors:

Welcome to the 2023 Helly Hansen Sailing World Regatta Series.

Whether you are sailing out of San Diego Yacht Club or Coronado Yacht Club, we would like to extend the use of our clubhouses and facilities to all skippers and crew during the regatta. San Diego is indeed a very special place and one that we always look forward to sharing with our fellow sailors and friends.

We are proud to host this annual regatta here in San Diego. It's one of our favorites due to the excitement produced by one-design racing and the ability to compete with others outside of our local area. On behalf of the Flag Officers, Directors, and members of SDYC, we welcome your participation in this year's Helly Hansen Sailing World Regatta Series.



Commodore Jack Leer
San Diego Yacht Club
619-221-8400
www.sdyc.org



Welcome to the 2023 Helly Hansen Sailing World Regatta Series.

We are proud to host this annual regatta here in Coronado, as the Helly Hansen Regatta Series is one of our favorites. It brings excitement and challenge through the ability to compete with others outside of our local area. We are embracing Parasailing starting this year led by Jamie McArthur and the KMAC Foundation. We have installed a second Personnel Lift, purchased, and donated by the KMAC foundation to better assist our Parasailing Teams!

On behalf of the Flag Officers, Directors, and members of CYC, we welcome your participation in this year's Helly Hansen Sailing World Regatta Series.

Our staff and volunteers have worked hard to ensure you will feel welcome by creating renowned sailing venues and an inviting atmosphere with hospitality our sailing friends deserve. If you have any questions or needs during the regatta, we hope you will ask any of our staff or any member of the Sailing World team for assistance.

Sincerely,
Coronado Yacht Club

By:



Robin MacCartee, Commodore
Coronado Yacht Club
619-435-1848
www.coronadoyc.org





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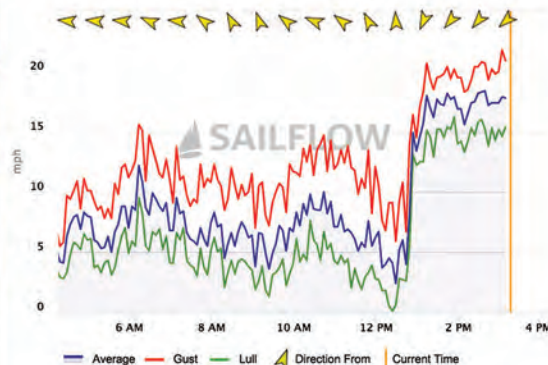
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THANK YOU SWRS SUPPORTERS



HELLY HANSEN was born by the sea in 1877, so it's only natural that we have a dedicated focus on producing the best sailing gear available for sailors of all kinds. From off-shore racing to inshore sailing, coastal cruising, dinghy, rainwear and marine lifestyle, Helly Hansen footwear and apparel is made to help you stay and feel alive out on the water.

HERITAGE

Norwegian captain Helly Juell Hansen founded the company in 1877, making the first supple, waterproof jacket allowing he and his crew to sail in rough conditions. Their oilskin jackets, trousers and other equipment quickly grew in popularity, and gave rise to loyal following and decades of innovations stemming from Helly Hansen's birthplace in the rugged fjords of Norway. With the introduction of Helly Tech waterproof breathable outerwear, the original fiberpile fleece midlayer, and the first technical baselayer with Lifa, Helly Hansen pioneered the 3-Layer System principle that sits as the basis of sailing and outdoor.

HELLY HANSEN TODAY

From the Helly Hansen Sailing World Regatta Series to professionals in The Ocean Race and the youth sailing programs fostering the next generation, today our gear is tested, used and proven by sailors of all levels. At the heart of every Helly Hansen product lies the spirit of the professional, because when you are confident in your gear it lets you enjoy your time on the water. This is why Helly Hansen sailing products can be found on Olympians, National Teams, World Record Sailors and discerning enthusiasts around the globe. For more information, visit [HellyHansen.com](https://www.HellyHansen.com).



SAILING WORLD owns and organizes the Helly Hansen Sailing World Regatta Series, the only regatta series of its kind. Launched in 1988 with the concept of racing level in production boats and providing a memorable post-racing social experience, the Sailing World Regatta Series model is now the benchmark for weekend racing series in the United States.

The Helly Hansen Sailing World Regatta Series today encompasses more than offshore one-design keelboats. While embracing regional fleets we've grown our events to include boats of all types. From dinghy, handicap, and rally classes to foiling and multihulls, we invite all sailors to experience the Regatta Series, it's great competition and camaraderie.

For 2023, there are five Regattas in North America. Each event is supported by our premier host yacht clubs, professional race personnel. Our sponsors and partners enjoy event-based activation with a targeted and passionate sailing audience. Overall winners from individual Regattas are invited to the British Virgin Islands to race for an overall national championship title. [sailingworld.com](https://www.sailingworld.com) • #SailingWorld #SailingWorldRegattaSeries



MOUNT GAY RUM, the world's oldest rum distillery, is proud to be the official spirits sponsor of the 2023 Helly Hansen Sailing World Regatta Series. The brand boasts a strong affiliation with sailing that dates back to the 17th century and continues today through its regatta sponsorships with the famous Mount Gay Rum post-race parties and the iconic Mount Gay red caps. For more information about Mount Gay Rum, please visit www.mountgayrum.com or follow us at @MountGayRum on Facebook and @MountGayRumUS on Instagram.



QUANTUM SAILS Since 1996, Quantum Sails has focused on providing the highest performing products and the highest level of service and support to racing and cruising sailors of all levels. Quantum Sails is headquartered in Traverse City, Michigan, and boasts a network of over 70 owned and affiliated sail lofts around the globe. Today, Quantum Sails is equally relentless about delivering on their promise to help sailors pursue their passions and meet their challenges with a higher standard of service, customer care, education, service and mentorship.



BRITISH VIRGIN ISLANDS TOURIST BOARD Known as a treasured destination rich in undiscovered experiences, the British Virgin Islands (BVI) is an alluring archipelago comprising 60 islands and cays located in the north-eastern region of the Caribbean Sea. The BVI has long been hailed as the sailing capital of the world for its line-of-sight sailing, myriad boat charter options (bareboat, crewed, powered, traditional hoisted sail), and an array of experiences catering specially to yachties. The BVI is continually recognized with accolades including "Top Islands in the Caribbean, Bermuda and the Bahamas" in Travel + Leisure's World's Best Awards 2020, placing #2 on The New York Times' coveted "52 places to Go in 2020" list and ranking "#1 Best Place to Visit in the Caribbean" by U.S. News & World Report in 2017, 2018 and 2019 and #2 for 2021-2022. For more information on how to experience BVILOVE, visit the British Virgin Islands Tourist Board & Film Commission website at www.bvitourism.com or contact 1-800-835-8530.



MARLOW ROPES are a global rope manufacturer specializing in synthetic high-performance ropes. Their global reputation for quality, technical innovation and superior product performance has consolidated their position as the world's premium leisure marine rope brand. With over 200 years experience in the rope manufacturing industry their product ranges cover superyachts, grand prix racers, cruisers, classics, dinghies, sports boats, windsurfing and kitesurfing.



For over 45 years, **SUNSAIL** has delivered unique sailing experiences in the best cruising grounds the world has to offer. Driven by our passion for sailing, Sunsail knows exactly what you need in order to have the ultimate experience on the water. From racing to cruising we have the unrivaled voyage you're looking for, which is what makes Sunsail the world's leading yacht charter provider. Our commitment to sailors has led us to be proud sponsors of the Helly Hansen Sailing World Regatta Series year after year. For more information, please visit www.sunsail.com



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TEAM ONE NEWPORT has been the leading outfitter for the world's best sailors, teams, and businesses since 1985. Customer satisfaction is our passion as we choose our brands carefully making sure we carry the "best of the best". We proudly stand behind everything we sell - from technical gear to shore gear, embroidery, sublimation, gifts and more!

TASTE THE GOOD LIFE

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THE HAT**



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NOTICE OF RACE

HELLY HANSEN SAILING WORLD REGATTA SERIES

SAN DIEGO YACHT CLUB | CORONADO YACHT CLUB SAN DIEGO, CA | MARCH 17-19, 2023

THE ORGANIZING AUTHORITY (OA) FOR THIS REGATTA IS SAILING WORLD; SAN DIEGO YACHT CLUB AND CORONADO YACHT CLUB ARE THE HOST CLUBS.

THE NOTATION '[DP]' IN A RULE IN THIS NOTICE OF RACE MEANS THAT THE PENALTY FOR A BREACH OF THAT RULE MAY, AT THE DISCRETION OF THE PROTEST COMMITTEE, BE LESS THAN DISQUALIFICATION.

1. RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

1.2 For the J70 Class: Class Rules Part III Sections I.3 (Outside Help) and I.4 (Corinthian Division) will apply.

1.3 The US Sailing Prescriptions to RRS 63.1 and 63.2 shall not apply.

1.4 USCG approved PFDs shall be worn by individuals while racing aboard boats that do not have fixed keels. This modifies RRS 40. The wearing of PFDs by individuals sailing aboard all other boats is encouraged. [DP]

2. SAILING INSTRUCTIONS

2.1 Sailing Instructions will be posted on the Official Notice Board no later than Wednesday, March 8, 2023.

Class groupings, course assignments, and starting orders will be posted immediately prior to the regatta.

2.2 Amendments to the Sailing Instructions will be posted on the Official Notice Board located on the race website at <https://www.sailingworld.com/regatta-series-san-diego/>. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.

3. COMMUNICATION

3.1 The Official Notice Board is located online https://yachtscoring.com/notice_board_summary.cfm?eid=15505

3.2 [DP] All boats shall carry a VHF radio capable of communicating on US channels. This may change a class rule.

3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.

3.4 [DP] While racing, except in an emergency, a boat shall not make voice

or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. ELIGIBILITY AND ENTRY

4.1 The following boats are eligible to enter: a) member of a one-design class association whose class is included and is in good standing with their class, b) boats that meet criteria established by the class coordinator for a level class. c) ORC (buoy), d) PHRF (random leg). Classes with boats less than 30' LOA will be eligible to sail on South Bay provided that such classes have a minimum entry of eight (8) boats. Due to the number of classes anticipated at this event, entrants should be aware that there is a possibility that classes with fewer than twelve (12) boats registered may be started together with another class, but scored separately. Classes shall meet eligibility requirements no later than February 25, 2023. The OA reserves the right to assign classes to racing areas at its sole discretion, and to invite additional classes that do not meet all of the above requirements.

4.2 Potential one design classes: 29er, 505, F18, I14, Beneteau 36.7, Beneteau 40.7, Etchells, Flying Dutchman, J/70, J/24, J/105, Ultimate 20, Viper 640. PHRF for the (Saturday and Sunday) middle-distance racing division. If a class is not listed, please email regattas@sailingworld.com to propose inclusion in the event.

4.3 ORC Spinnaker Class is open to any boat of 20 feet LOA or greater that holds a current valid ORC certificate: A current valid ORC certificate will be the latest valid 2023 ORC certificate. ORC certificates can be applied for at www.orc.org/clubapplication, specifying Sailing World Regatta Series – San Diego as the event name in the application. Applications should be made no later than March 1, 2023. A boat sailing under ORC shall be assigned to a division and section according to its rating and at the discretion of the organizing authority. All decisions of the OA regarding section

assignments shall be final.

4.4 The Regatta is open to those boats whose Owner and/or Skipper is a current member of their National Governing Body (US Sailing for USA members; to join go online to www.ussailing.org).

4.5 The Middle-Distance Racing division (Saturday and Sunday only) is open to Spinnaker boats of 20 feet LOA or greater that holds a valid PHRF Certificate.

4.6 New and incomplete entries after February 25, 2023 will increase by \$75.00; this includes any unpaid entries.

4.7 A representative of each eligible boat shall check in with Sailing World Race management in person during the scheduled check in times. All skipper and crew waivers must be completed before Check in.

4.8 Crew lists and waivers of liability must be submitted online by the close of registration on March 16, 2023. In order to complete the waiver online, skippers will need to complete the Crew List in the "Owner's Corner." Subsequently, individual crew members will be notified by email of their boat's entry, and those crew members must follow up when notified in order to complete the waiver. A boat's registration will not be final without a completed waiver from each participating crew member. A boat will not be scored without completing ALL registration requirements. It is the skipper's obligation to ensure that each crew member's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

4.9 In the event of a crew member substitution during the regatta, the new crew member must submit a signed waiver of liability online prior to racing on that boat.

4.10 For Entries to be considered valid, all registration items must be completed including but not limited to crew waiver submission, paid fees, rating certificates submitted, etc. All incomplete registrations will be considered withdrawn from the regatta if incomplete on or after 1900 on Thursday, March 16, 2023.

NOTICE OF RACE

HELLY HANSEN SAILING WORLD REGATTA SERIES
SAN DIEGO YACHT CLUB | CORONADO YACHT CLUB SAN DIEGO, CA | MARCH 17-19, 2023

REGISTRATION DETAIL	DATE	LINK
Entry Opens for All Classes	December 6, 2022	https://www.sailingworld.com/regatta-series-san-diego/
Call for One Design Classes	By 2359hrs on March 1, 2023	https://www.sailingworld.com/regatta-series-san-diego/
Deadline for Early Entry Discount - All Classes	By 2359hrs on February 25	https://www.sailingworld.com/regatta-series-san-diego/
Online Registration Closes	At 2359hrs on March 14	Email late entry requests to regattas@sailingworld.com
3 Day Competitor Check-in	1630 - 1830 on March 16 0900 - 1100 on March 17	Coronado YC Coronado YC
2 Day Competitor Check-in	0830 - 1000 on March 18	San Diego Yacht Club
Awards	Post racing on March 19	San Diego Yacht Club

5. FEES

5.1 The entry fee will be based on the LOA as follows:

LOA	Early Entry Fees	Entry Fees after 2/25/23
up to 19'	\$130	\$205
20' - 30'	\$180	\$255
31' - 39'	\$205	\$280
40' +	\$230	\$305
Distance Race Fleet	\$125	\$200

5.2 The entry fee includes the costs for race management, access to SDYC, CorYC, and Race facilities, and docking from Thursday, March 16 - Sunday, March 19. To request additional docking, please contact SDYC or CorYC.

5.3 Entries may be accepted solely at the discretion of the OA. An entry is not valid until the entry form and fees are accepted by the OA. To withdraw your entry, please email regattas@sailingworld.com

[sailingworld.com](https://www.sailingworld.com) no later than March 13, 2023. In the event that the regatta is canceled all entry fees will be credited in full.

5.4 Social events and fees are separate from entry fees; all sailors, members, and their guests are welcome. It is the intent of the OA to host a post racing Happy Hour on Friday at CorYC, Saturday and Sunday at SDYC. Weekend Social Passes can be purchased in advance.

6. ADVERTISING

6.1 Boats are urged to refrain from displaying advertisements for businesses or products competing with those of the primary and support sponsors of the event.

6.2 Boats may be required to display advertising chosen and supplied by the OA, e.g., bow stickers, bow numbers, boom stickers, and/or flags.

6.3 At the discretion of the OA, bow numbers may also be required for some classes. If required, they will be provided and shall be placed on both sides of the boat's bow.

7. SCHEDULE OF RACES

7.1 Racing: It is the intent of the OA and the Race Committee to run as many races as viable on each day of racing, up to a maximum of ten races for the event. The first warning signal is scheduled for 1230 on Friday; and for 1130 on Saturday and Sunday.

7.2 No initial Warning Signal for classes on the South Bay Course will be made after 1430 on Sunday, March 19. For all other classes, no initial Warning Signal will be made after 1530 on Sunday, March 19.

7.3 Competitors' Welcome will be held on Friday at Coronado Yacht Club at 1000 for boats racing 3 days.

NOTICE OF RACE

HELLY HANSEN SAILING WORLD REGATTA SERIES

SAN DIEGO YACHT CLUB | CORONADO YACHT CLUB SAN DIEGO, CA | MARCH 17-19, 2023

7.4 Competitors' Welcome will be held on Saturday at San Diego Yacht Club at 0900 for boats racing 2 days.

8. MEASUREMENT/WEIGH-IN

8.1 Measurement is not required, but each boat shall submit proof of holding a valid measurement certificate at registration if required by the class.

8.2 Neither the OA, SDYC, nor CorYC shall be responsible for conducting or administering weigh-ins or measurements. Local or national class association representatives shall be responsible for conducting weigh-ins and/or measurement if needed.

8.3 For the J/105 fleet only, current Sail Declaration Cards and Crew Declaration Forms must be submitted to, or on file with the J/105 class representative prior to the close of registration. An official crew weigh in scale will be available during registration at SDYC or at such time following registration as designated by the class representative for any crew that have not been previously weighed in.

9. VENUE

Racing areas will be South San Diego Bay and Coronado Roads southeast of Point Loma.

10. COURSES

The number of racing areas, specific locations, and courses to be sailed will be provided in the Sailing Instructions

11. PENALTY SYSTEM

11.1 RRS Appendix T- ARBITRATION, will apply.

11.2 US Sailing Prescription Appendix V1 - PENALTY AT THE TIME OF AN INCIDENT, will apply.

12. SCORING

Each boat's series score will be the sum of her scores for all races; no score will be excluded. One race will constitute a series.

13. BERTHING

Every effort will be made to accommodate boats at each host venue, free of charge, for the regatta March 16-19. All boats/any fleet wishing

to arrive any days preceding the event or depart any day following the event should contact their host venue directly for permission between March 24 and March 28. Contact SDYC Marina Manager at (619) 758-6318 or steph@sdyc.org, or CorYC at (619) 435-1848. Boats based at facilities other than these host venues should contact those facilities directly for all permissions.

14. RISK STATEMENT AND CODE OF CONDUCT

14.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA, SDYC, and CorYC 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.

14.2 The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of their boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members, or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

14.3 It is the skipper's obligation to ensure that each crew member's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

15. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$500,000 per incident or the equivalent. Competitors

shall be prepared to supply proof of insurance upon request by the OA.

16. PRIZES

16.1 Prizes will be awarded, after racing on Sunday, to the top-three finishers of each qualifying class.

16.2 Boats in classes participating in three or more events of the Series will qualify for Sailing World Regatta Series Champion award, which will be based on cumulative race scores from three events.

16.3 Each class winner is eligible for the 2023 Helly Hansen Sailing World Regatta Series Championship. The designated Challenger will be drawn at the conclusion of the event from the class winners.

16.4 Additional prizes may be awarded to the top Junior Team (under 21 years of age), and top Mixed Plus Team (50% + female) to any one-design class with a minimum of 12 boats registered.

17. PHOTOGRAPHERS AND TV RIGHTS

Competitors give absolute right and permission to the OA for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever; for either editorial or advertising purposes, or to be used in press information.

18. ENVIRONMENTAL

The Regatta Series is continuing to work with Sailors for the Sea Powered by Oceana to maintain Silver Level certified Clean Regatta. Since 2006, Sailors for the Sea has worked with more than 2,900 events and 750,000 sailors to protect our playground. Please bring your reusable water bottles, consider car-pooling, and provision your boat with limited no single-use plastics. Visit www.sailorsforthesea.org to learn more.

19. REGATTA CONTACT

For further information please contact: Sailing World Regatta Series regattas@sailingworld.com <https://www.sailingworld.com/regatta-series/>



GET ON BOARD

The freedom of a sailing vacation remains unparalleled, and Sunsail is here to help you make the most of every moment on the water. Comprised of passionate sailors from all over the world, our team of charter experts can help craft the perfect sailing getaway for you, your friends, and your family.

Select your charter destination from our extensive list of world-famous cruising grounds, choose the ideal yacht for your crew, and let us help take care of all the details that make a yacht charter among the most unique, and memorable vacation experiences available today.



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SAILING INSTRUCTIONS

HELLY HANSEN SAILING WORLD REGATTA SERIES

SAN DIEGO YACHT CLUB | CORONADO YACHT CLUB SAN DIEGO, CA | MARCH 17-19, 2023

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2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located on the race website at <https://www.sailingworld.com/regatta-series-san-diego/>. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.

3. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 0900 on the day it will take effect, except that any change in the schedule of races will be posted by 2000 on the day before it will take effect.

4. SIGNALS MADE ASHORE

No official signals will be displayed ashore. Notifications to competitors will be posted on the Official Notice Board.

5. SIGNALS MADE AFLOAT

In accordance with RRS 90.2(c), oral changes to the Sailing Instructions may be made on the water. A change is in effect when the RC signal boat displays code flag L over A with one sound signal. This means "come within hail of the Race Committee boat" to receive the oral changes to the Sailing Instructions.

6. SCHEDULE OF RACES

6.1 It is the intent of the OA and the Race Committee to run as many races as viable on each day of racing, up to a maximum of ten races for the event. The first warning signal is scheduled for 1230 on Friday; and for 1130 on Saturday and Sunday.

6.2 No initial Warning Signal for classes on the South Bay Course will be made after 1430 on Sunday, March 19. For all

other classes, no initial Warning Signal will be made after 1530 on Sunday, March 19.

7. DIVISION ASSIGNMENTS, INITIAL STARTING ORDER, AND CLASS FLAGS

7.1 Prior to the first warning for the first race of each day, each boat is requested to check in with and be recognized by the Race Committee on the Race Committee vessel displaying Flag "L" by passing close aboard on starboard tack and hailing her sail number.

7.2 Divisions, class flags, starting order, and VHF channel assignments will be posted on the Official Notice Board.

8. COURSES

8.1 The buoy courses will be Windward/Leeward.

8.2 The course number, approximate compass bearing, and distance from the starting line to the first windward mark will be displayed from the Race Committee signal boat for each division.

8.3 Except when passing through a gate, all rounding marks shall be passed to port.

8.4 The leeward mark may be a gate. In the event where there is only one leeward mark, it shall be rounded to port.

9. MARKS

Buoy Course	WM	LW	Start	Finish	Change
A (Ocean)	1a - yellow pylon; 1 - red H/H tomato	yellow pylon (s)	white cylinder	orange tet	1a - green tet; 1 - pink tet
B (South Bay)	red H/H tomato	yellow tet(s)	orange ball	orange ball	orange tet
C (South Bay)	red H/H tet	red cone(s)	white cylinder	orange tet	green tet

9.1 The Middle Distance Race course will have additional instructions and marks listed in Addendum A.

9.2 Para course will have additional instructions and marks listed in

Addendum B.

10. THE START

10.1 The Starting Line will be between a staff displaying an orange flag on the

Race Committee boat at the starboard end and the course side of the port end starting mark.

10.2 The warning signals described in RRS 26 will be the class flags as listed on

SAILING INSTRUCTIONS

HELLY HANSEN SAILING WORLD REGATTA SERIES

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the Division Assignments sheet posted on the Official Notice Board. Competitors should be aware that the starting order may be altered at any time.

10.3 A boat starting more than 5 minutes after her starting signal will be scored DNS without a hearing. This changes RRS 63.1, A4, and A5.

10.4 The Race Committee will endeavor to hail any OCS boat by VHF radio or "loud- hailer". Failure of electronic equipment, failure to hear a hail, order of hail, or delay in hailing will not be grounds for redress. This modifies RRS 62.1 (a)

11. CHANGE OF THE FIRST LEG OF THE COURSE (DURING A STARTING SEQUENCE)

The Race Committee may signal a change of the first leg of the course for a class as follows: At the preparatory signal, flag C will be displayed on the signal boat with repetitive sound signals, and will remain displayed until the starting signal. The change mark will be as described in SI 9 MARKS. When, in subsequent change of course a change mark is replaced, it will be replaced with an original mark.

12. CHANGE OF THE NEXT LEG OF THE COURSE AFTER THE START

12.1 When in a subsequent change a change mark is replaced, it will be replaced by an original mark.

12.2 For minor (+/- 10 deg) changes to the direction of the next leg of the course, or changes to the distance not to exceed 10% of posted distance, the RC will move the mark for that fleet to the changed position with no visual signal or sound signals made. This changes RRS 33.

13. THE FINISH

The finish line will be between a staff displaying a blue flag on a Race Committee boat and the course side of the nearby finishing mark.

14. PENALTY SYSTEM

14.1 Penalties while racing: US Sailing Prescription V1 (PENALTY AT THE TIME OF AN INCIDENT) shall apply.

14.2 Penalties after racing: RRS Appendix T Arbitration will apply

15. TIME LIMIT

15.1 The time limit for the first boat in each fleet to sail a windward/ leeward course in accordance with RRS 28.1 is 2 hours.

15.2 Boats still racing 30 minutes after the first boat in that class finishes (adjusted for any handicap that might be applied) will be scored TLE (Time Limit Expired). This changes RRS 35, A4, and A5.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 A boat intending to protest is requested to report her intention and the boat(s) being protested to the Race Committee at the finish or upon retiring.

16.2 Protest forms, scoring inquiry forms, and penalty acceptance forms (which can be found online at https://yachtscoring.com/race_forms.cfm) shall be delivered to the Protest Committee via email (protests@sdyc.org), or in-person at CorYC (Friday) and SDYC (Saturday and Sunday).

16.3 Protests, requests for redress or reopening shall be delivered to the race office by the protest time limit. The protest time limit is 60 minutes after the Race Committee signal vessel docks. The Race Committee will post the protest time limit on the official notice board.

16.4 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).

17. SCORING

17.1 One race will constitute a series.

17.2 A boat's series score will be the total of her race scores without discard.

17.3 Boats scored TLE and not thereafter retiring, being penalized, or given redress will be scored points equal to the number of boats finishing within the time limit plus two points. Such score shall not exceed the number of entries plus one (1) point. This changes A4 and A5. This changes RRS A4 and A5.

17.4 Boats retiring from a race are requested to inform the Race Committee before leaving the racing area. [DP]

18. RADIO COMMUNICATION

All competitors are encouraged to carry VHF radios. RRS 41 and 60.1(a) are modified to prohibit a competitor from protesting another if this is a violation

of class rules. Radios may be used in the event of an emergency requiring outside assistance or to notify the Race Committee of a boat's intent to withdraw from racing. [NP]

19. PRIZES

19.1 Prizes will be awarded, after racing on Sunday, to the top-three finishers of each qualifying class.

19.2 Boats in classes participating in three or more events of the Series will qualify for Sailing World Regatta Series Champion award, which will be based on cumulative race scores from three events.

19.3 Each class winner is eligible for the 2023 Helly Hansen Sailing World Regatta Series Championship. The designated Challenger will be drawn at the conclusion of the event from the class winners.

19.4 Additional prizes may be awarded to the top Junior Team (under 21 years of age), and top Mixed Plus Team (50% + female) to any one-design class with a minimum of 12 boats registered.

20. PHOTOGRAPHERS AND TV RIGHTS

Competitors give absolute right and permission to the OA for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever, for either editorial or advertising purposes, or to be used in press information.

21. HAULING

[DP] Keelboats are prohibited from hauling during the period following the first signal of the first day, Friday, March 17th, 2023 until racing is concluded Sunday, March 19th, 2023. Centerboard classes are exempt from this restriction. Keelboats wishing to haul due to damage must request permission from the Race Committee prior to hauling.

22. NAVAL PROTECTION ZONE

The Naval Protection Zone in a 500-yard regulated area of water surrounding all US Naval Vessels of 100' or more. All vessels within 500 yards of a US Naval Vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by any official patrol. NO

SAILING INSTRUCTIONS

HELLY HANSEN SAILING WORLD REGATTA SERIES

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VESSEL IS ALLOWED WITHIN 100 YARDS OF A US NAVAL VESSEL. These zones are permanently in effect

23. NOTICE

Racing yachts encountering non-racing craft shall conform to the Inland Rules of the Road. No racing vessel has rights of way over a large vessel in the channel and shall keep well clear of all deep draft ships. RRS 60.2, 63.1 and A5 are modified to add that the Race Committee may directly disqualify a yacht infringing this rule without a hearing.

24. ENVIRONMENTAL

The Regatta Series strives to support sustainable sailing and works with Sailors for the Sea - Silver Level certified Clean Regatta. The Regatta Series partners with Sea Bags for sail collection, and Line Collection to reuse and upcycle sailing equipment. Please

bring your reusable water bottles, consider car-pooling and using bike share programs, and provision your boat with limited no single-use plastics. Visit www.sailorsforthesea.org to learn more.

25. RISK STATEMENT

25.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA, SDYC, and CorYC 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.

25.2 The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each

member of the crew of their boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members, or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

25.3 It is the skipper's obligation to ensure that each crew member's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.



PHOTO CREDIT: PAUL TODD OUTSIDE IMAGES

NEED HELP IN SAN DIEGO? SCAN TO EMAIL OUR TEAM FOR SUPPORT.

A photograph of two sailors on a boat with a large pink sail. The sailor on the left is a man wearing a blue cap and sunglasses, giving a thumbs up. The sailor on the right is a woman wearing a black cap and sunglasses, smiling. The boat is on the water with a city skyline in the background.

WHATEVER IT TAKES.



We're here to do whatever it takes to power you to the podium. From morning weather briefs, to dock talks, tuning, and coaching, the Quantum Sails team is standing by to make sure you have a successful regatta. See you on the water!

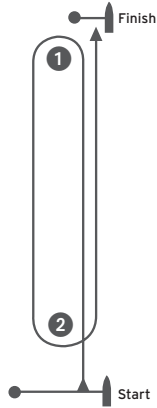
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COURSE DIAGRAM

HELLY HANSEN SAILING WORLD REGATTA SERIES

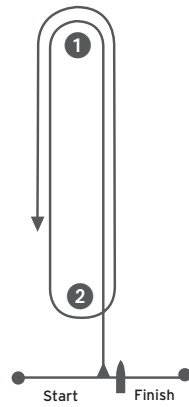
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COURSE 3



COURSE 3
"3" (Three Legs): This course is windward, leeward, finish to windward. The marks shall be rounded in order of 1, 2, finish. Mark 2 may be left on either hand on the first windward leg and Mark 1 may be left on either hand on the finishing leg.

COURSE 4



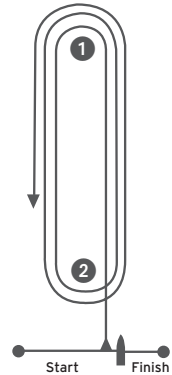
COURSE 4
"4" (four legs): This course is a windward, leeward, twice around, finish to leeward. The marks will be rounded in the order of 1, 2, 1, finish. Mark 2 may be left on either hand on the first windward leg and on the finishing leg.

COURSE 5



COURSE 5
"5" (five legs): Windward, leeward, windward, leeward, finish to windward; signaled by numeral pennant 5. Mark 2 may be passed on either hand on the first windward leg and mark 1 may be passed on either hand of the finishing leg.

COURSE 6



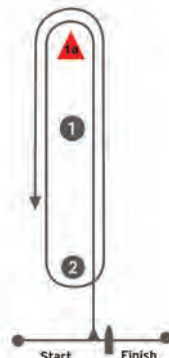
COURSE 6
"6" (six legs): This course is a windward, leeward, three times around, finish to leeward. The marks shall be rounded in the order of 1, 2, 1, 2, 1, finish. Mark 2 may be left on either hand on the first windward leg and on the finishing leg.

COURSE 7



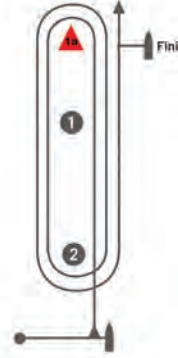
COURSE 7
"7" (three legs): This course is "outer" windward, leeward, finish "outer" windward at 1a. The Marks will be rounded in order of 1a, 2, finish. Mark 2 may be left on either hand on the first windward leg.

COURSE 8



COURSE 8
"8" (four legs): This course is "outer" windward, leeward, twice around, finish to leeward. The marks will be rounded in the order of 1a, 2, 1a, finish. Mark 2 may be left on either hand on the first windward leg and on the finishing leg.

COURSE 9



COURSE 9
"9" (five legs): This course is "outer" windward, leeward, "outer windward, leeward finish "outer" windward at 1a. The Marks will be rounded in order of 1a, 2, 1a, 2, finish. Mark 2 may be left on either hand on the first windward leg.

FOR WHEN ONLY THE BEST WILL DO.



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HOW TO FIND YOUR MODE

High mode, low mode or somewhere in between, there's a faster way to get to the mark first. The key is shifting into the right mode at the right time.

by Erika Reineke

After two years of campaigning the Olympic 49erFX, I recently returned to the Laser Radial (now known as the ILCA 6), and my enthusiasm for speed was ripe on one day of training in Fort Lauderdale. With the breeze pumping at 18 knots, I trimmed the sail for the first lineup of the day, feeling the load in the deck and the power in my quads. Then, with a big smile on my face, I eased the mainsheet 5 feet or so and let the boat rip. It felt awesome until I heard my coach, Erik Bowers, yell at me from the RIB, "Erika, it's not a skiff! The boat's not going to take off. Bring it back up!"

As much as I was enjoying essentially reaching around, Bower's reality check was a good reminder for me to recalibrate what we all call moding, which is sailing the best angle for the given wind strength. The top sailors know how and when to shift between three different modes: high mode, velocity made good (VMG) and low mode. Each mode has its unique features and applications on the racecourse, but the key to speed is to select the correct one at the right time, so let's explore how.

On an upwind leg, consider your high mode as the closest angle you can sail to the wind without the luff of the sail starting to break. Your best indicators in this mode are the windward telltales dropping slightly and the leeward ones streaming straight back. This mode sacrifices some forward speed and is similar to walking a tightrope; you have to balance speed versus height, and the sea state is especially critical because one small error in sheeting or steering will make you immediately "fall off the rope."

The VMG mode is defined as the quickest way to make distance toward the mark. In other words, this can also be thought of as the best average speed toward the mark. This mode is a bit more forgiving because its boundaries are somewhere between the high and low modes. Oftentimes, true VMG touches both modes as you sail upwind.

The low mode is just below your VMG angle and somewhere above tight reaching. Placing the boat in this mode increases the load in your sail(s) and hull appendages, thus increasing your overall boatspeed. However, if there's too much force over the sails and the underwater foils, drag increases and your boatspeed drops. Finding a low-mode sweet spot is important because having the same speed but sailing a lower angle than another competitor on an upwind beat never produces a good outcome.

Understanding the limitations of each mode is critical, but knowing when to exploit specific modes in different wind strengths is how the best sailors win the boatspeed race. For example, in light air, a high mode always trumps a low mode because sailing a lower angle doesn't create fast-forward speed toward the mark. Thus, in underpowered conditions, the objective is to go the same speed and higher than other boats. When the wind increases in velocity, the challenge becomes finding the shifting point from forward speed in a low mode to optimal VMG. How to get to this point is different for every boat in different wind strengths and sea states. In the ILCA 6, for example, the transition to a low mode



becomes favorable at about 13 knots. At this wind strength, the boat is able to pick up enough speed to overcome the benefits of a high mode. In the 49erFX, this crossover happens much lower in the wind range. At around 8 knots, or when both skipper and crew are fully trapping, the skiff wants to take off and tap into apparent wind sailing. During 49erFX races, it's easy to identify boats stuck in a high mode off the starting line as they immediately drop back because the speed difference between high and low modes is colossal. In this case, the low mode produces the optimal height toward the mark without sacrificing speed.

Races are most often sailed in transitional wind strengths. On a single upwind beat, there can be moments where the high mode is the dominant VMG, and then a 1- to 2-knot puff causes the low mode to take command. The skill is realizing the subtle change in wind strength and instantly adjusting your mode while considering your tactics. A good rule of thumb is that your high mode will be your best VMG until your low mode becomes significant enough to be a real boatspeed weapon. For example, if you're able to put the bow down to then promptly tack and get a cross in, the low mode becomes the best VMG to the weather mark.

Using relatives from other boats to check in with your mode selection during a race is extremely helpful for deciding which mode to maintain. The sailors on top of the results page have their mode selection dialed in. Though practicing these nuances before an event is great, the best VMG angle for a race can easily be determined during the prestart. Going upwind and teasing the extremes of each mode only takes a few minutes, and testing what you find against another boat will confirm or deny your hunch. No matter what, establish a feel for the limitations of each mode. Once you have a good feel for them, find your room to play.

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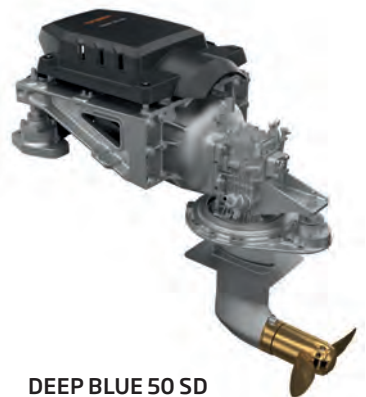


25 kW

50 kW

100 kW

**Deep Blue
Saildrive**

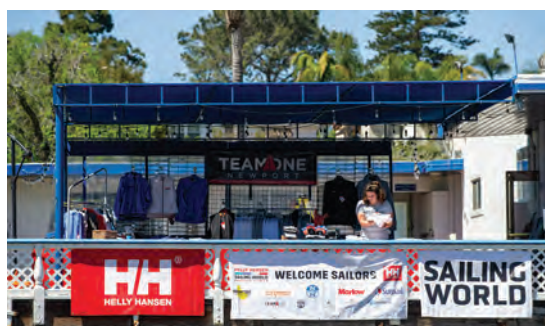
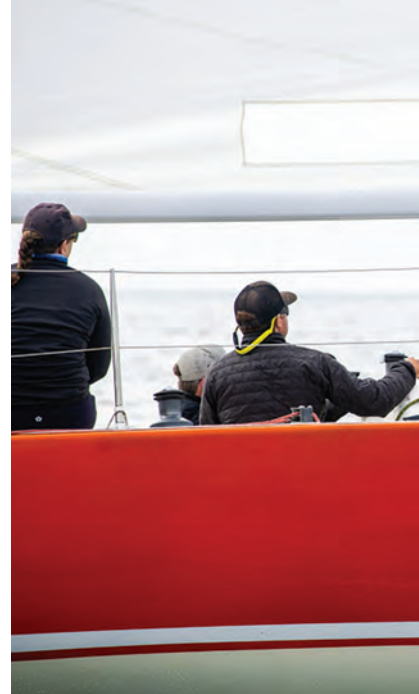


DEEP BLUE 50 SD



2022 PHOTO GALLERY | SAN DIEGO

PHOTO CREDIT: PAUL TODD OUTSIDE IMAGES





2022 RACE RESULTS

HELLY HANSEN SAILING WORLD REGATTA SERIES

SAN DIEGO YACHT CLUB | CORONADO YACHT CLUB SAN DIEGO, CA | MARCH 17-19, 2023

Circle A - Ocean Course Racing

One Design Division

Etchells (Bill Bennett Memorial)

1	USA 1481	Louise	Thomas Carruthers	13
2	USA 1411	Elizabeth	Chris Busch	13
3	USA 1404	Lifted	Jim Cunningham	15

Beneteau First 36.7

1	USA 7031	Kea	Chick Pyle	6
2	52772	Sailhook	Peter Andreasen	17
3	USA 90	PI	Larry Smith	20

Beneteau First 40.7

1	51504	Silhouette	Warren Gross	7
2	USA 56456	Lugano	Mark Stratton	13
3	USA 51392	Excalibur	David Tarson	20

J 105

1	USA 45	J-OK	Bruce Stone	17
2	USA 9	Juiced	Chuck Driscoll	21
3	USA 514	Sun Puffin	George Scheel	22

ORC Division

ORC

1	USA 93145	Palaemon	Rudolph Hasl	6
2	USA 56440	Aeolos	Gregory Price	14
3	83	Leverage	Neil Senturia	23

Circle B - South Bay Racing

One Design Division

F 18

1	7	Olive Oil	James Orkins	9
2	USA 44	Wet Rodeo	Steve Stroebe	18
3	USA 010	Devo	Jeff Newsome	29

I 14 (West Coast Championship)

1	USA 1207	Dunder Pit	Terence Gleeson	11
2	USA 1200	Astragalus	Brad Ruetenik, DPM	31
3	USA 1189	None	Kris Bundy	34

Flying Dutchman

1	NZL 145	Copacabana	Paul Scoffin	10
2	USA 8	The Sailor Family	Razvan Adam	31
3	USA 193	na	Paul Hemker	33

Circle C - South Bay Racing

One Design Division

J 70

1	MEX 689	Nimbus	Eduardo Saenz	29
2	USA 490	Minor Threat	Jeff Janov	41
3	USA 3	USA3	David Ullman	41

J 24

1	USA 1892	Jaded	Deke Klatt	8
2	2223	Take Five	Susan Taylor	24
3	USA 5277	Evil Octopus	Jasper Van Vliet	26

Viper 640

1	USA 301	#hmb	James Baurley	19
2	USA 212	Boiling Point	Dan Milechik	30
3	130	Bravo One	Shelley CAPLAN	39

Ultimate 20 (Pacific Coast Championship)

1	USA 26	Junta	Mark Allen	23
2	USA 17	Fast Lane	Bill Mendel	27
3	22	Peabody	Donna Womble	29

SD North Sails Rally Racing

One Design Division

North Sails Rally

1	60	American Girl	Craig and Lisa Leweck	1
2	93400	Miss Betty	Bill Quealy	2
3	60161	Flashheart	David Cattle	3

North Sails Rally - Multihull

1	23	UnEven Keel	Mark Berdan	1
2	USA 27065	Flexible Flyer	Michael Last	2

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2023 REGATTA SERIES

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SPRING SAILING IN SAN DIEGO

by Quantum Sails' George Szabo

March and April can be our windiest months in San Diego. They can also be quite cold, so bring a ski hat just in case! I've laid out some tips for sailing the Ocean and South Bay courses at the Helly Hansen Sailing World Regatta since each presents different conditions and challenges.

OCEAN COURSE

When sailing on the ocean course, the conditions and your strategy will vary based on the wind direction. Here are a few common True Wind Directions (TWD) and other variables to consider.

- * **Southerly 180° TWD:** Before a storm, we can get strong southerlies this time of year. In this condition, the left typically tends to pay out more often than the right. Be prepared for big waves and adjust your rig tune, trim, and crew weight placement accordingly.

- * **220-230° TWD:** From this direction, you might experience a local phenomenon called the Catalina Eddy. Be sure to tune into the morning weather brief for greater detail if this wind direction is in the forecast. These conditions may break down later in the day and shift west.

- * **250-265° TWD:** This direction can be one of the most challenging. Often accompanied by gray overcast weather, you'll see the pressure and shifts roll through the racecourse all day long. Sail for pressure and stay on the lifts all day. One side is not typically stronger than the other.

- * **Westerly 270° TWD:** When the seabreeze begins to fill in, the left side of the course often has more pressure, but you need to watch for that slow shift to the right. If you are on an outside course, further away from Point Loma, the left can hang in there a bit longer, and being left of the fleet going right can often be a regatta-winning move. If your course is closer to Point Loma, you'll notice the increased wind and stronger right shift near the point. Getting up to an early right layline can be critical.

- * **A note on waves around 270° TWD:** When the wind is around 270° TWD, or shifting a bit further right, the waves on port tack come abeam and make steering challenging. Chasing your telltales in this wave state is slow. Rather than steering up and down each wave, sail inside the jib telltales as the crest of the wave hits the boat, then sail slightly over-pressed on the jib telltales as the trough passes under you. This should keep you powered up through the tricky waves.

- * **280°+ TWD:** With this wind direction, you'll want to head right, especially if the course is closer to shore. Better current is near shore and significant right shifts usually roll out from the airbase.

- * **Current** – typically runs from North to South, is stronger outside, and lighter towards shore. There can be a reverse eddy very near the shore, but the RC does not sail us that close to shore. With an Ebb Tide, you'll want to watch the current line coming out of the bay (often marked by extra kelp in the water).

- * **Kelp** – yup, there's plenty of it out there. You absolutely need a kelp plan onboard. Kelp sticks are not enough; assign a crew to look for the stuff constantly. Nothing is slower than backing down on a windward beat to remove kelp.



SOUTH BAY COURSE

While the same macro weather scenarios play out in South Bay, this racecourse has some added geographic nuances.

- * **Southerly TWD 180°:** The left still works well in these conditions.

- * **Westerly TWD 270°:** The wind is heated over the Strand, which seems to make it "jump" and be more unstable than out in the ocean. The result is good puffs and often shears where boats to weather of you will be able to point higher than you. Typically, these are not persistent shifts; you can wait it out to get the next shift and puff from the other side. That said, in a Westerly, the top left of the course can often be more powerful than the right.

- * If it is a seabreeze day, and the wind begins to shift to the right, coming from the bridge in the end, you'll be torn between the great left pressure early in the beat and often strong right pressure towards the end of the beat. In this condition, you must be heads up and paying attention to what's playing out on the course. If the current is going out, it will be stronger in the channel and may become a factor if the wind goes far enough right.



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