

Mission Bay Traffic Pattern & Rules

General Rules:

- A. The **safety** of all crews, coaching staffs and other boaters is paramount, on and off the water.
- B. Confirm that all equipment is operational before launching.
- C. Bow lights are required on all shells. Red/green a preferred, but visible is most important. Stern lights are **highly** recommended.
- D. Lights are required on all coaches' launches.
- E. Slower crews or those stopped/drilling/staging stay to the **outside** of channels closest to shore.
- F. In general, racing rules apply: overtaking crews have the right of way, and crews being overtaken must give way **away** from overtaking crew in at least two boat lengths.
- G. At no point does a traffic pattern force crews between a line of buoys and shore – specifically the buoys along the east side of Crown Point, west side of Palm Island, and along the boat launch on the island.
- H. Crews crossing traffic patterns should do so at a 90° angle to the traffic pattern, and should not interfere with on-coming traffic while moving to join the direction of traffic.
- I. No staging in the middle of designated traffic lanes or in Sea World Channel; crews that are stopped must be along shore, single file.
- J. **No wakes** in the El Carmel/Santa Clara cove.

Traffic Pattern Notes:

1. **El Carmel/Santa Clara cove.**
 - a. Traffic enters the cove **NORTH** of the two buoys and exits **SOUTH** of them. Pattern in the open part of the cove is **COUNTERCLOCKWISE**.
 - b. All traffic entering/exiting the cove does so on the paddle.
 - c. **No power pieces** in the cove. Finish your practice outside; cool down as you enter the cove.
2. **El Carmel/Santa Clara cove exit.** Note that there are three lines of traffic moving East-West, in addition to crews heading out and turning immediately south. **ALL** of this traffic gives way to traffic in the North-South pattern.
 - a. To ZLAC: Traffic exits the cove **SOUTH** of the two buoys, moves up to the east-west buoy line, and proceeds along the **SOUTH** side of that line. Once past the **SECOND** yellow sign, traffic turns 90° to port and proceeds up Sail Bay. This pattern crosses returning traffic – there is no defined right-of-way.
COMMUNICATE!
 - b. To Short Bridge: Traffic exits the cove **SOUTH** of the two buoys and proceeds across to Short Bridge, passing **SOUTH** of the channel markers on the approach to the bridge.

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- c. To Long Bridge: Traffic exits the cove **SOUTH** of the two buoys and turns **SOUTH**. No staging in front of the MBYC dock - use the Bahia cove.
3. **EI Carmel/Santa Clara cove entrance.** All traffic enters the cove **NORTH** of the two buoys.
 - a. From Short Bridge: Traffic returns **NORTH** of the channel markers, but at least 50m **SOUTH** of the skiers' buoy line to avoid traffic exiting to ZLAC. (A good stern point for coxless boats is to be looking through the northernmost full arch of Short Bridge at the blue gazebo at the north end of Vacation Isle.)
 - b. From Long Bridge: Traffic stays **NORTHBOUND** until even with the Short Bridge channel, then turns 90° to port and heads **WEST** across the **SOUTHBOUND** lanes and into the cove.
 - NOTE: Do **NOT** cut the corner by turning at the channel marker in front of MBYC. This will put you directly into exiting traffic.
 - c. From ZLAC: Traffic stays **SOUTHBOUND** on the **WEST** side of Sail Bay and stays 200 feet **EAST** of the water ski launch area at Santa Clara Point. Traffic enters the cove **NORTH** of the two buoys in the cove.
4. **Sail Bay NORTH-SOUTH.** In the southern half of the bay, the dividing line between **NORTHBOUND** and **SOUTHBOUND** traffic is the buoy line running North-South. This lines up with the **SECOND** white channel marker from the west.
 - a. Southbound from ZLAC: Traffic starts anywhere **WEST of the ZLAC boathouse**. Traffic crosses the skiers' buoy line between the two western-most white channel markers. (There is one yellow sign between them.)
 - b. Northbound to ZLAC: Traffic crosses the buoy line **EAST** of the third white channel marker and remains **EAST** of the eastern side of the white condos (east of the ZLAC boathouse).
5. **Sail Bay South Channel exit.** **ALL** exiting traffic gives way to traffic already in the channel.
 - a. Sail Bay to Sea World Channel: Traffic proceeds **SOUTH** past the first (westernmost) channel marker and turns 90° to port. From there on, all channel markers are on port. Turning traffic yields to **ALL EASTBOUND AND WESTBOUND** traffic. **Crews wishing to stage must do so near the Dana Landing Marina buoys or very close to the rocks east of the West Mission Bay Drive bridge.**
 - b. Sail Bay to Quivira Basin: Traffic turns to starboard at the rocks and proceeds west through the north half of the Ventura Bridge. West bound traffic stays north of central channel buoys.
 - c. Quivira Basin return: **Use caution in running at speed in from Quivira Basin – Powerboat traffic is coming at you proceeding west.** Eastbound traffic stays south of central channel buoys and proceeds east through the southern arch of the Ventura Bridge. Eastbound traffic has right-of-way over turning traffic;

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HOWEVER, this traffic is nearly invisible from beyond the bridge. Traffic turning **NORTH** into Sail bay **YIELDS** to **WESTBOUND** traffic.

6. **Long Bridge.** Staging east of the Long Bridge is to be done **SOUTH** of the first (westernmost) channel marker; i.e. in the Crew Classic start area. In **ALL** cases, East-West traffic has the right-of-way.
 - a. Eastbound through Long Bridge: Traffic uses the **SOUTHERNMOST** full arch preferentially. The next full arch may be used for passing/avoiding fishermen, but with **CAUTION**.
 - b. Eastbound to Sea World: Traffic has the right-of-way; slower crews stay to the shore and all crews stay **SOUTH** of the line of channel markers.
 - c. Northbound to East Bay: Traffic stays **SOUTH** of the line of channel markers until making a 90° turn to port and entering East Bay on the **EAST** side of the easternmost yellow sign.
 - NOTE: Due to the tidal movement of the second channel marker, it is not required that crews go around it to turn north into East Bay. **HOWEVER**, crews must stay **SOUTH** of that marker until turning north.
 - NOTE: This traffic **YIELDS** to **WESTBOUND** traffic.
 - d. Westbound: Traffic stays **NORTH** of the line of channel markers and uses one of the two northernmost full arches of Long Bridge.
 - NOTE: This traffic has right-of-way over traffic entering/exiting East Bay, but caution should be exercised.
7. **Sea World Channel – Jet Ski Area.** The traffic dividing marker on the jet ski buoy line is the yellow sign. As you pass the buoy line the channel turns to port (**NORTH**). Keep well south of the midline of the channel. There is limited room for staging in this area; it should not be done at the expense of crews finishing/startng pieces.
8. **East Bay – South End.**
 - a. Northbound: On the east side this is the start of a 2000m course; crews staging for pieces should not block traffic entering the bay from Sea World Channel. In particular, westbound crews turning north around the rocks cannot see crews sitting just beyond the turn. Either stage to the middle of the bay or post a lookout to be ready to move away.
 - b. Southbound: Traffic must yield to East-West traffic in Sea World Channel. Southbound traffic turning **EAST** into Sea World **MUST STAY WEST** of the large yellow buoy and the second central channel marker before turning eastbound.
9. **East Bay – 2000m course.** Crews running this northbound course (and any through traffic) have right-of-way along the course. Northbound traffic that isn't turning around Radar Island should stay well to the **EAST** (Fiesta Island side) to avoid

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running straight through the traffic headed westbound toward Palm Island. Staging/drills stay far east along Fiesta Island.

10. **De Anza Cove, entrance to Tecolote.**

- a. Crews entering Tecolote keep all buoys to port and **should stay on the western half of the entire channel heading south.**
- b. Crews exiting Tecolote keep the single buoy to port and cross the line of buoys with the yellow sign to port. They continue **NORTH** (not turning to port) and follow the **NORTH** shore to the west.
 - NOTE: Crews exiting Tecolote must stay at least halfway across the channel from Fiesta Island at all times. No cutting the corner at the buoy line.
- c. Crews entering/exiting/staging in De Anza Cove must yield to all other traffic.

11. **Tecolote.** Keep the line of buoys to port.

- a. No staging in the narrow stretches (Hilton dock, buoy lines) if there is other traffic in the channel.
- b. Traffic exiting from behind Enchanted Isle (i.e. running wires to poles) must yield to traffic in the channel.

12. **Short Bridge – Radar Island.**

- a. Traffic goes **COUNTERCLOCKWISE** around Radar Island at all times.
- b. East-west traffic near East Bay keeps the yellow sign to port and yields to **SOUTHBOUND** traffic.