



CAL RACE WEEK

Saturday and Sunday, June 5 – 6, 2021

Marina del Rey, California USA

PHRF SOCAL CHAMPIONSHIP

MARTIN 242 PACIFIC COAST CHAMPIONSHIP

SAILING INSTRUCTIONS

GENERAL INFORMATION

The Organizing Authority (OA) is California Yacht Club (CYC), located at 4469 Admiralty Way, Marina del Rey (MdR), CA 90292

Phone: 310.823.4567 | Web: www.calyachtclub.com

Event Chair: Sue Service | sservice@mednet.ucla.edu

1. CHANGES TO SAILING INSTRUCTIONS

- 1.1 Any written change to the Sailing Instructions (SIs) will be posted before 0930 on the day it will take effect and may be emailed to registered competitors at the time of posting.
- 1.2 Oral changes to an SI may be made on the water by the Race Committee (RC) signal boat displaying code flags L over K with one sound signal. This means “come within hail” of the RC signal boat to receive any oral changes. The RC may also broadcast oral changes to each boat on VHF radio as provided in SI 2.2 and require acknowledgement.

2. COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board which is the [Cal Race Week](#) webpage.
- 2.2 On the water, the RC intends to monitor and communicate with competitors on VHF radio as follows:

Performance Division Racing Area #1 – Channel 68

Performance Division Racing Area #2 – Channel 69

Cruising Division Racing Area #2 – Channel 72

Failure of the RC to broadcast, mistaken broadcasts, or failure of a competitor to receive this information will not be grounds for a request for redress. This change is added to RRS 62.1(a).

- 2.3 [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.

3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed on the flagpole on the CYC front lawn.
- 3.2 When flag AP is displayed ashore, “1 minute” is replaced by “not less than sixty (60) minutes” in RRS Race Signals AP.

4. SCHEDULE OF RACES

- 4.1 For the **Cruising Division**, the scheduled time of the warning signal on Saturday is 1200.
- 4.2 For the **Performance Division**, the scheduled time of the first warning signal each day is 1230. Subsequent races will start as soon as practicable.
- 4.3 Without posting a change to the schedule of races, the RC reserves the right to run one more race on Sunday if fewer than the scheduled number of races is completed on Saturday. The RC, at its discretion, may run fewer total races.
- 4.4 The RC may display flag A (with no sound) while boats are finishing to signal that there will be no more races conducted that day.

5. ORDER OF STARTS

The order of starts may change following the first race each day. For subsequent races, the RC will announce the starting order on VHF radio as provided in SI 2.2.

6. RACING AREAS

- 6.1 There are two Racing Areas in Santa Monica Bay. Race Area assignments will be posted at the [Cal Race Week](#) webpage by 1230 on Friday, June 4

(a) On Racing Area #1, the starting line is approximately 1.0 nm, bearing 270°M from the north entrance to MdR Harbor;

(b) On Racing Area #2, the starting line is approximately 1.9 nm, bearing 295°M from the north entrance to MdR Harbor.

7. MARKS

Marks for the Performance Division are described in SI Addendum A. Marks for the Cruising Division are described in SI Addendum B.

8. COURSES

Courses for the Performance Division are described in SI Addendum A. Courses for the Cruising Division are described in SI Addendum B.

9. THE START

9.1 To alert boats that a race or sequence of races will begin soon, multiple sound signals may be made approximately one (1) minute before the warning signal for the first class, with one (1) minute between any consecutive starting sequences, unless otherwise hailed by the RC as provided in SI 2.2.

9.2 The starting line is between the course side of Mark S and the staff displaying an orange and white checkered flag on the port side of the RC signal boat (see Course Diagrams on SI Addendums A and B).

9.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will attempt to hail her sail number on VHF as provided in SI 2.2. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This change is added to RRS 62.1(a).

9.4 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This change is added to RRS A5.1.

9.5 Competitors should be aware that other classes might be finishing while they are starting.

9.6 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

10. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11. THE FINISH

11.1 For the **Cruising Division**, the finishing line is between Mark "Finish" and the green navigation light on the south end of the detached breakwater (see Course Diagram on SI Addendum B). The RC signal boat will not be on-station for your finish. Record your finish time when you cross the finishing line. In the event the mark is missing, record your finish time when the green light is within 300' at a bearing of 310° M from your bow. Text your finish time, boat name, and sail number to 310.344.7410.

11.2 For the **Performance Division**, the finishing line is between Mark F and the staff displaying an orange and white checkered flag on the starboard side of the RC signal boat (see Course Diagram on SI Addendum A).

11.3 Competitors should be aware that other classes might be starting while they are finishing, and that RRS 23.1 prohibits boats not racing from interfering with boats that are racing.

12. PENALTY SYSTEM

12.1 US Sailing Prescription Appendix V, Section V1, Penalty at the Time of an Incident, applies.

12.2 For the J/70 class, penalties incurred while in the zone of the windward mark or on the offset leg shall be delayed and taken at the first reasonable opportunity on the downwind leg. This change is added to RRS 44.2.

13. HEARING REQUESTS

13.1 The protest time limit each day is forty-five (45) minutes after the RC signal boat for each Racing Area docks on that day. These times will be posted at the *Protest Time Limit and Hearing Schedule* link located on the [Cal Race Week](#) webpage no later than fifteen (15) minutes after the RC signal boat for each Racing Area docks.

13.2 RRS 62.2, Redress is modified as follows:

(a) The second sentence of RRS 62.2 is replaced with: "If the request is based on an incident in the racing area, it shall be filed within the protest time limit for that day."

(b) A notice of boats scored per RRS A5.1 each day will be posted no later than fifteen (15) minutes after the RC signal boat for a Racing Area docks on that day at the *View Starting Penalties* link located on the [Cal Race Week](#) webpage. The deadline for a request for redress based on these scores is the protest time limit for that day.

13.3 Hearing request forms are available at the *File a Protest* link located on the [Cal Race Week](#) webpage.

13.4 Notices will be posted no later than fifteen (15) minutes after the protest time limit for each Racing Area each day at the *Protest Time Limit and Hearing Schedule* link located on the [Cal Race Week](#) webpage to inform competitors of hearings in which they are parties. Hearings will be heard as soon as possible in the Gallery Room on the lower level of the CYC clubhouse.

13.5 US Sailing Prescriptions to RRS 63.1 and 63.2 do not apply.

14. SCORING

Preliminary results will be posted on the [Cal Race Week](#) webpage as soon as possible after racing each day. Competitors shall notify the RC of any scoring errors using the *Submit Scoring Inquiry* link on the Cal Race Week webpage. The deadline to file a scoring inquiry is the protest time limit or thirty (30) minutes after the preliminary results have been posted for that day, whichever is later.

15. [DP] SAFETY REGULATIONS

- 15.1 Check-in with the RC signal boat that is assigned to the competitor's Racing Area is required each race day. Competitors must check-in prior to the first warning signal of their Division (Cruising or Performance). When the RC signal boat is displaying code flag L, each competitor shall sail past the stern of the RC signal boat, hail her sail number, and be recognized by the RC. Boats failing to check-in properly may be given a twenty percent (20%) scoring penalty for the first race of the day, assessed without a hearing. This change is added to RRS A5.1. Boats missing their first race of the day may check-in upon arrival at their Racing Area.
- 15.2 A boat that retires from a race prior to finishing or does not intend to start a scheduled race shall notify the RC either before leaving the Racing Area or as soon as possible after arriving ashore.

16. [DP] SUPPORT TEAMS

- 16.1 All Support Person Vessels (SPVs) shall carry and monitor a VHF radio capable of communicating on normal domestic and international channels.
- 16.2 SPVs shall not enter the racing area from the preparatory signal of a race until the finish of the last boat in that race. However, SPVs may enter the racing area at the direction of the RC to assist a competitor or after a general recall, abandonment or postponement until a new preparatory signal has been made. The racing area shall be as indicated on Addendum A and include any other area within one hundred (100) meters of any boat still racing.
- 16.3 SPVs shall neither create wakes nor otherwise interfere with competitors.
- 16.4 SPVs and spectator boats shall not be launched or recovered at CYC while competitors are launching or recovering their boats and must check in with the CYC Dockmaster, [Curtis Wagner](#) (310.823.4567) prior to using the hoist. Alternately, boats may use the public ramp at Dock 52 on Fiji Way and keep the trailers at CYC.

17. BOW NUMBERS

[DP] Bow numbers, for the J/70 class only, shall be affixed so that the leading edge of the number is no more than 216 mm (8.5") from the leading edge of the bow and the top edge of the number(s) is within 127mm (5") of the sheerline. Assigned bow numbers can be collected from the front desk of the CYC club house starting at 10am on Friday, 4 June.

18. [DP] LAUNCHING / BERTHING / HAUL-OUT RESTRICTIONS

- 18.1 All J/70 class boats must be afloat by 1900 on Friday, June 4, will have assigned rafting areas at CYC, and shall not be hauled-out until the end of the event except with, and according to, the terms of prior written permission of the RC.
- 18.2 Martin 242 class boats will have assigned rafting areas at CYC and shall not be hauled out during the event except with and according to the terms of prior written permission of the RC.

19. PRIZES

There will be an awards ceremony at CYC after racing on Sunday. See [Amendment #2](#) to the NoR.

20. RISK STATEMENT

Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. By participating in the event, each competitor agrees to release the race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors, and any others acting in an official capacity for the event) from any and all liability associated with such competitor's participation in the event to the fullest extent permitted by law.



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SI ADDENDUM A: PERFORMANCE DIVISION COURSES

SI 7. MARKS (continued)

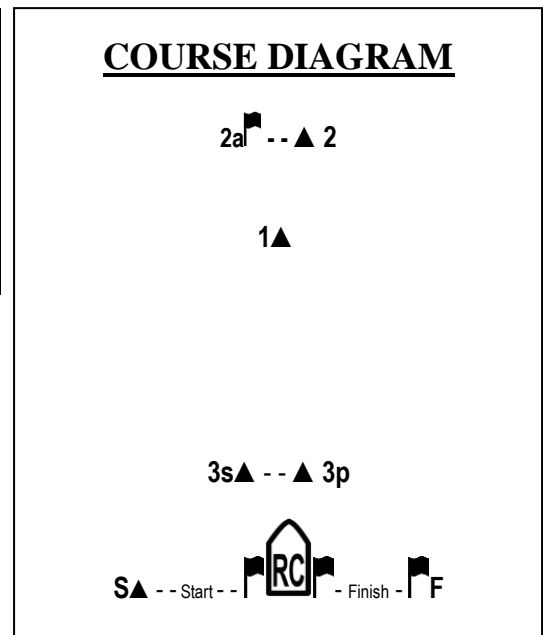
- 7.1 Mark 2a (offset mark) is an orange and white checkered flag buoy.
- 7.2 Marks 1 and 2 are orange or yellow tetrahedrons whose color is signaled per SI 7.4.
- 7.3 Marks 2 and/or 2a may or may not be in the water at the discretion of the PRO.
- 7.4 The color of Marks 1 and 2 is indicated during the starting sequence by an orange or yellow pennant displayed with the course numeral pennant.
- 7.5 A new windward mark, as provided in SI 10, is the alternate color to the one signaled during the starting sequence.
- 7.6 On **Racing Area #1**:
 - (a) Marks 3s/3p are orange tetrahedrons;
 - (b) Mark S is a yellow tetrahedron.
- 7.7 On **Racing Area #2**:
 - (a) Marks 3s/3p are yellow tetrahedrons;
 - (b) Mark S is an orange tetrahedron.
- 7.8 Mark F is the staff of an orange and white checkered flag buoy.

SI 8. COURSES (continued)

- 8.1 Mark 1 shall be rounded to port. Marks 2 and 2a, if in the water, shall be rounded to port.
- 8.2 The angle between the leg from the starting line to Mark 2 and the leg from Mark 2 to Mark 2a is approximately 90°.
- 8.3 Mark 3s/3p is a gate. In the event only one gate mark is on station, that mark shall be rounded to port.
- 8.4 The starting/finishing lines are approximately 0.1 nautical mile to leeward of Mark 3s/3p.
- 8.5 No later than the warning signal for each class, the RC signal boat will use numeral placards or a white board to display the approximate magnetic bearing and distance from Mark 3s/3p to the first weather mark.
- 8.6 No later than the warning signal for each class, the RC signal boat will use numeral pennants to signal one of the courses shown below:

Numeral Pennant	Courses
1	Start – 1 – 3s/3p – 1 – Finish
2	Start – 1 – 3s/3p – 1 – 3s/3p – 1 – Finish
3	Start – 2 – 2a* – 3s/3p – 2 – 2a* – Finish
4	Start – 2 – 2a* – 3s/3p – 2 – 2a* – 3s/3p – 2 – 2a* – Finish
5	Start – 2 – 2a* – 3s/3p – 1 – Finish

(*) Ignore if mark is not in the water.





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SI ADDENDUM B: CRUISING DIVISION COURSE

SI 7. MARKS (continued)

7.1 Mark S is an orange tetrahedron which is located at the starting area for Racing Area #2.

Mark "Finish" is an orange tetrahedron whose approximate location is given in SI Addendum B, 7.2.

Mark 2ES is a red navigation buoy whose approximate location is given in SI Addendum B, 7.2.

MdR marks A, B, EE, and H are yellow spar buoys of varying height and diameter whose approximate locations are given in SI Addendum B, 7.2.

7.2 Approximate locations for MdR marks and Mark "Finish" (see diagram below and on following page):

Mark	Latitude	Longitude
2ES	33° 54.698' N	118° 27.563' W
MdR A	33° 56.243' N	118° 29.606' W
MdR B	33° 56.467' N	118° 30.050' W

Mark	Latitude	Longitude
MdR EE	33° 57.288' N	118° 31.017' W
Mark "Finish"	33° 57.455' N	118° 27.586' W
MdR H	33° 57.367' N	118° 28.655' W

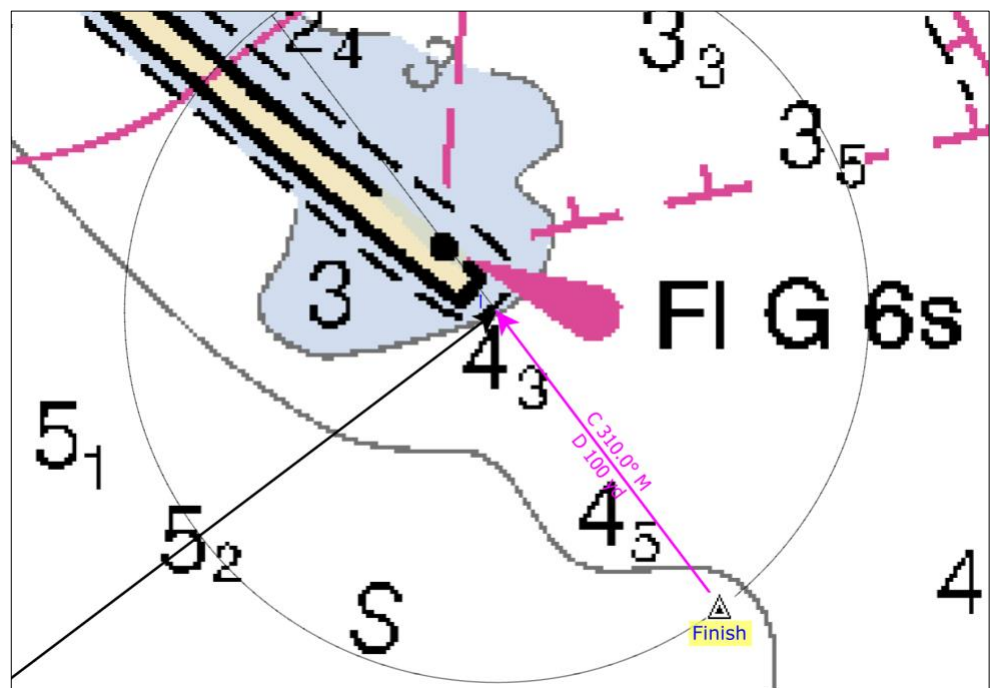
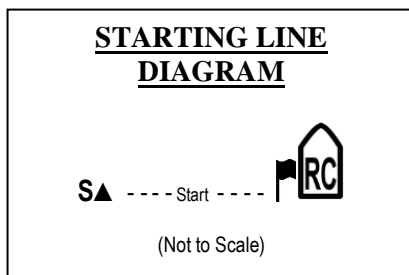
7.3 Any missing marks may be replaced by an inflatable mark.

SI 8. COURSES (continued)

8.1 Marks shall be rounded to port unless '(s)' appears after the mark name, which indicates that it shall be rounded to starboard.

Course	Length
Start – EE – B – H(s) – 2ES(s) – A(s) – Finish	11.84 nm

FINISHING LINE DIAGRAM





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SI ADDENDUM B: CRUISING DIVISION COURSE (continued)

