



CAL RACE WEEK

Saturday and Sunday, June 3 – 4, 2023

Marina del Rey, California USA

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.cal yachtclub.com

Event Chairs: Marilyn Cassedy: marilyn.cassedy@gmail.com | Karen Stirling: karenstirling2@yahoo.com

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 vessel displaying code flags L over K with one sound signal. This means “come within hail” of the RC signal vessel 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. Notices may also be posted on the outside windows of the Gallery Room, downstairs in the CYC clubhouse.
- 2.2 On the water, the RC intends to monitor and communicate with competitors on VHF radio as follows:

Racing Area #1 – Channel 68

Racing Area #2 – Channel 69

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 the Racing Rules of Sailing (RRS) 60.1(b).

- 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 the Answering Pennant (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 The scheduled time of the first warning signal each day is 1230. Subsequent races will start as soon as practicable.
- 4.2 Without posting a change to the schedule of races, the RC reserves the right to run more races on Sunday if fewer than the scheduled number of races is completed on Saturday. The RC, at its discretion, may run fewer total races.
- 4.3 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 may 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 2
 - (a) On Racing Area #1, the starting line is approximately 1.0 nm, bearing 270°M from the north entrance to Marina del Rey;
 - (b) On Racing Area #2, the starting line is approximately 1.9 nm, bearing 295°M from the north entrance to Marina del Rey.
- 6.2 Competitors are advised that the north entrance to Marina del Rey has a larger than normal shoal area that is at present not well marked by the USCG. A combination of green buoys, shoal buoys, and buoys that indicate “no sail” are in place to mark the area that should be avoided.

7. MARKS

Marks are described in SI Addendum A.

8. COURSES

Courses are described in SI Addendum A.

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. There will be 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 vessel (see Course Diagrams on SI Addendum A).
- 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.
- 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, and that RRS 23.1 prohibits boats not racing from interfering with boats that are racing.
- 9.6 [DPJ] 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 the original mark.

11. THE FINISH

- 11.1 The finishing line is between Mark F and the staff displaying a blue flag on the starboard side of the RC signal vessel. (see Course Diagram on SI Addendum A).
- 11.2 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 In the event that there is an offset mark, 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 vessel 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 vessel 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 vessel 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.
 - (c) The time limit for a request for redress based on the outcome of a scoring inquiry (see SI 14.2) is thirty (30) minutes after that outcome has been posted.
- 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

- 14.1 Preliminary results will be posted on the [Cal Race Week](#) webpage as soon as possible after racing each day.
- 14.2 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 Each race day, competitors must check-in with the RC signal vessel that is assigned to the competitor's Racing Area prior to the first warning signal. When the RC signal vessel is displaying code flag L, each competitor shall sail past the stern of the RC signal vessel, hail her sail number, and be recognized by the RC. Boats missing their first race of the day must check-in upon arrival at their Racing Area. Boats failing to check-in properly may be given a twenty percent (20%) scoring penalty for their first race of the day, assessed without a hearing. This change is added to RRS A5.1.
- 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 vessels shall not be launched or recovered at CYC while competitors are launching or recovering their boats and must check in with the CYC Dockmaster, [Chase Young](#) (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. [DP] BERTHING / HAUL-OUT RESTRICTIONS

All J/70 and 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.

18. PRIZES

There will be an awards ceremony at CYC after racing on Sunday.

19. 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.



CALIFORNIA
YACHT CLUB

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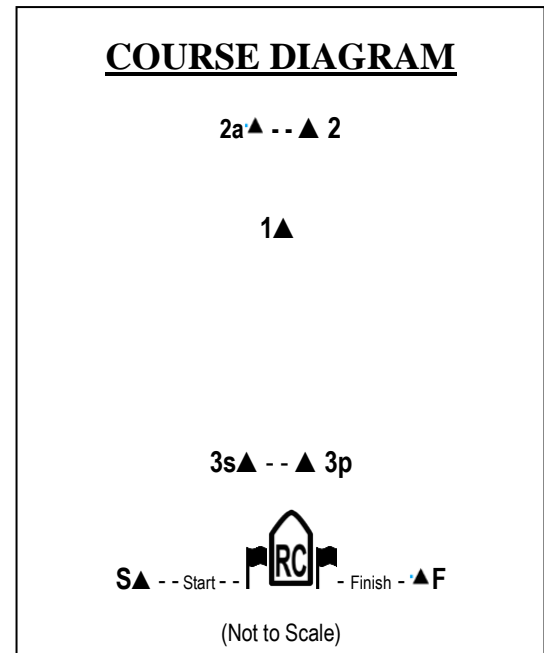
SI ADDENDUM A

SI 7. MARKS (continued)

- 7.1 Mark 2a (offset mark) is a small yellow tetrahedron with a black band.
- 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) Marks S and F are yellow tetrahedrons.
- 7.7 On **Racing Area #2**:
 - (a) Marks 3s/3p are yellow tetrahedrons;
 - (b) Marks S and F are orange tetrahedrons.

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 vessel 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 vessel 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.