



CALIFORNIA STATE CHAMPIONSHIP

June 13-14, 2026

Organizing Authority (OA): California Yacht Club (CYC) in conjunction
with the Club 420 Association, Inc.

SAILING INSTRUCTIONS

The notation '[NP]' in a rule in the Sailing Instructions (SI) means that instruction is not grounds for protest or a request for redress by a boat. This changes RRS 60.1 and 61.1(a).

1. RULES

For rules and documents that apply, please refer to the [Notice of Race \(NoR\)](#).

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the Sailing Instructions (SIs) will be posted by 0930 on the day it takes effect, except that any change to the schedule of races will be posted by 2000 on the day before it takes effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board (ONB) which is the [Clubspot event site](#).
3.2 Race Committee Actions from the Signal vessel regarding starting penalties will be posted on the [ONB](#) with the display ashore of Flag X with one sound. *This changes Race Signals, Flag X.* See also SI 16.6.
3.3 The Race Committee working channel will be VHF 68.
3.4 The Safety Team working channel will be VHF 68.
3.5 Daily Coaches' and Competitors' meetings are scheduled. Refer to the [NoR](#) for the times of these meetings.
3.6 [DP] From the first warning signal until the end of the last race of the day, 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. CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the flagpole located on the CYC front lawn.
5.2 When the Answering Pennant (AP) is displayed ashore, "1 minute" is replaced with "not less than sixty (60) minutes" in The Racing Rules of Sailing (RRS) Race Signals AP.
5.3 [DP] [NP] Flag D with one sound means "Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than sixty (60) minutes after flag D is displayed."

6. SCHEDULE OF RACES

- 6.1 Seven (7) races are scheduled: no more than four (4) races will be sailed on any day.
6.2 The scheduled time of the first warning signal each day is 1230. Subsequent races will start as soon as practicable.
6.3 On the last scheduled day of racing no warning signal will be made after 1500. In the case of one or more general recall(s) when the initial warning signal was made prior to 1500, subsequent warning signals may be made after that time. This exception does not apply to a race that is postponed or abandoned.
6.4 The Race Committee (RC) may display flag A (with no sound) while boats are finishing to signal that there will be no more races conducted that day.

7. CLASS FLAG

The class flag is a white flag with a black C420 insignia.

8. RACING AREA

The racing area is on Santa Monica Bay with the starting area approximately one (1) nautical mile northwest of the Marina del Rey breakwater. Refer to [NoR Attachment A](#) for an aerial view of the racing area.

9. MARKS

Marks are described in SI Addendum A.

10. COURSES

Courses are described in SI Addendum A.

11. THE START

- 11.1 The starting line will be between a staff displaying an orange and white checkered flag on the signal vessel at its starboard end and the course side of the starting mark at its port end (See SI Addendum A).
- 11.2 To alert boats of an upcoming race, an attention signal will be made approximately one (1) minute before the warning signal is made.
- 11.3 In the event of a Postponement or General Recall, the sound signals made at the removal of Flag AP or First Substitute will be 5 short sounds. *This changes Race Signals – AP and First Substitute.*
- 11.4 A boat that came to the starting area but does not start within four (4) minutes after her starting signal will be scored Did Not Start without a hearing. *This change is added to RRS A5.1 and A5.2 (Scores Determined by the Race Committee).*

12. CHANGE THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the RC will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced with the original mark.
- 12.2 The race committee may, without signal, move an existing mark to change the direction up to 5 degrees or the length up to 5 percent of the previous length, or adjust the angle or width of the leeward gate or finish line, provided that no boat is sailing to the mark. *This changes RRS 33 (Changing the Next Leg of the Course).*

13. THE FINISH

The finishing line is between the staff displaying a blue flag on the starboard side of the RC signal vessel and the course side of the finishing mark (See SI Addendum A).

14. PENALTY SYSTEM

- 14.1 RRS P2.2 and P2.3 do not apply and RRS P2.1 is changed so that it applies to all penalties.
- 14.2 RRS P2.4 (Penalties Near the Finishing Line) is replaced with: "If a boat is penalized under RRS P2.1 in close proximity to the finish line, and it was not reasonably possible to signal them before finishing, the boat may be penalized by assessing a 10% Scoring Penalty as stated in RRS 44.3(c) of the largest division in that race."
- 14.3 US Sailing Prescription Appendix V applies.
- 14.4 V2(b) is changed so that the post-race penalty is 20%.

15. TIME LIMITS

- 15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35 [Race Time Limit and Scores]), and the Finishing Window are shown in the table below in minutes.

Mark 1 Time Limit	Race Time Limit	Finishing Window	[NP] Target Time
30	90	20	45

- 15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 15.3 The Finishing Window is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, 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 finishing place of the last boat that sailed the course within the Finishing Window and was not penalized under RRS 30.3 or 30.4. *This changes RRS 35 (Race Time Limit and Scores) and is added to RRS A5.1, 5.2 and A10 (Scores Determined by the Race Committee; Scoring Abbreviations).*
- 15.4 The RC may score a boat or boats in place so that subsequent races may be sailed.

16. HEARING REQUESTS

- 16.1 Boats intending to protest an incident during the race **shall** inform the race committee vessel at the finish line as soon as reasonably possible after finishing or retiring and before any contact with a coach or support person. Failure to do so makes the protest invalid. *This changes RRS 60.4(a)(1) (Protest Validity).* The Protest Committee may waive this validity requirement if there is good reason to do so.
- 16.2 The protest time limit each day is forty-five (45) minutes after the RC signal vessel docks on that day. This time will be posted at the *Protest Time Limit and Hearing Schedule* link located on the [ONB](#) no later than fifteen (15) minutes after the RC signal vessel docks.
- 16.3 A breach of SI 18, as well as any class rule other than class equipment measurement rules, will not be grounds for protest by a boat. *This changes RRS 60.1 (Right to Protest).*
- 16.4 Hearing request forms are available at the *File a Protest* link located on the [ONB](#).
- 16.5 RRS 61.2 (Redress) is modified as follows: The second sentence of RRS 61.2 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."
- 16.6 A notice of boats scored per RRS A5.1 (Scores Determined by the Race Committee) each day will be posted at the *View Starting Penalties* link located on the [ONB](#) no later than fifteen (15) minutes after the RC signal vessel docks on that day. RRS 61.2 is changed as follows: after 61.2(b)(2), add, "After the race committee posts a list of boats scored OCS, NSC, UFD, or BFD on the official notice board in accordance with SI 3.2, a scoring review based on such a posted score shall be requested no later than the end of the Protest Time Limit or 45 minutes after posting, whichever is later. Written requests for a scoring review hereunder shall state the procedural error the boat believes the race committee may have made. The deadline for a request for redress based on this list is the protest time limit for that day."

- 16.7 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted at the *View RRS 42 Penalties* link located on the [ONB](#).
- 16.8 For races held on the last day of racing, scoring inquiries must be filed within the protest time limit or thirty (30) minutes after the provisional results are posted, whichever is later.
- 16.9 If a scoring inquiry (see SI 17.6) with RC does not resolve a competitor's question, a Request for Redress may be filed in accordance with RRS 61.2.
- 16.10 Notices to inform competitors of hearings in which they are parties or named as witnesses will be posted no later than fifteen (15) minutes after the protest time limit each day at the *Protest Time Limit and Hearing Schedule* link located on the [ONB](#). Hearings will be held in the CYC Junior Trailer, beginning as soon as possible.
- 16.11 Representatives of boats who are parties to a hearing and their witnesses shall remain on call in the vicinity of the CYC Junior Trailer.
- 16.12 US Sailing Prescriptions to the Preamble Part 5, Section B (Hearings and Making Decisions) and RRS 63.1 (Rights of Parties) do not apply.

17. SCORING

- 17.1 The Low Point System of Appendix A will apply.
- 17.2 One (1) race is required to be completed to constitute a series.
- 17.3 When fewer than five (5) races have been completed, a boat's series score is the total of her race scores. When five (5) or more races have been completed, a boat's series score is, subject to RRS 90.3(b) (Scoring), the total of her race scores excluding her worst score.
- 17.4 Appendix A5.3 shall apply.
- 17.5 Preliminary results will be posted on the [ONB](#) as soon as possible after racing each day.
- 17.6 Competitors shall notify the RC of any scoring errors each day using the Submit Scoring Inquiry link on the [ONB](#). The deadline to file a scoring inquiry is the protest time limit or forty-five (45) minutes after the preliminary results have been posted for that day, whichever is later.

18. [NP] [DP] SAFETY REGULATIONS

- 18.1 A condition of entry and participation in the event is the wearing of a U.S. Coast Guard approved lifejacket or, for international sailors only, a lifejacket approved by their country's corresponding authority, properly secured at all times while on the water, except for brief periods while removing or adding clothing. All lifejackets must be suitable for the competitor's weight. Wet suits, dry suits, and inflatable lifejackets do not constitute adequate personal buoyancy. These changes are added to RRS 40 (Personal Flotation Devices), and the Preamble to Part 4 will not apply to RRS 40.
- 18.2 Prior to the first warning signal each day, when the RC signal vessel is displaying code flag "L", each boat shall sail past, on starboard, the stern of the RC signal boat, hail her sail number and be recognized by the RC. Boats missing their first race may check in upon arrival. Boats failing to check-in properly may be given a twenty percent (20%) scoring penalty applied without a hearing to a boat's first valid race of the day. *This change is added to RRS A5.1 (Scores Determined by the Race Committee).*
- 18.3 A boat that withdraws from a race prior to finishing or does not intend to start a scheduled race shall notify the RC either before leaving the race area or as soon as possible after arriving ashore.

19. EQUIPMENT AND MEASUREMENT CHECKS

Equipment and measurement checks are described in SI Addendum B.

20. [DP] REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors will not be allowed without approval of the RC or Protest Committee (PC). If necessary, the RC or PC may approve a substitution after the fact, but the request must be filed within the protest time limit for that day.
- 20.2 Any substitution of damaged or lost equipment must be reported to and approved by the RC or PC. If necessary, the PC may approve a substitution after the fact, but the request must be filed within the protest time limit for that day.

21. OFFICIAL BOATS

- 21.1 Judge boats will be marked by code flag "J".
- 21.2 RC boats will be marked by a blue flag with letters RC.

22. [DP] [NP] SUPPORT TEAMS

- 22.1 The skipper of each Support Person Vessel (SPV) must register prior to the first day of racing with the OA per NoR 6 and is required to attend the SPVs' briefings and the competitors' briefings.
- 22.2 Only registered SPVs that prominently display identification provided by the OA are allowed in the racing area.
- 22.3 All SPVs shall carry and monitor a VHF radio capable of communicating on VHF Channel 68, assist any boat in need or perform any function requested of them by the RC, and have a basic first aid kit. All individuals on such registered SPVs are required to wear a PFD.
- 22.4 SPVs shall not enter the racing area while any boat is racing. However, SPVs may enter the racing area at the direction of the RC to assist a competitor. The racing area shall be as indicated by a dashed line on SI Addendum A and includes any other area within one hundred (100) meters of any boat still racing.
- 22.5 SPVs shall not display distinctive markings or signaling apparatus, or any flags other than their ensign and the flags provided by the RC while any boats are racing.
- 22.6 SPVs shall neither create wakes nor otherwise interfere with competitors.

- 22.7 All open cockpit support vessels less than 26 feet in length shall be equipped with a functioning engine safety cut-off switch (kill switch) which shall always remain attached to the support person at the helm while the engine is running.
- 22.8 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 Waterfront Director, [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.
- 23. TRASH DISPOSAL**
Trash may be placed aboard official or support person vessels.
- 24. AWARDS**
See NoR 14 for the prizes to be awarded.
- 25. 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.
- 26. MEDIA RIGHTS**
By participating in this event, competitors automatically grant the OA, the Club 420 Association and the event sponsors 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 or on the water from the time of their arrival at the venue until their final departure, without compensation.



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ADDENDUM A: WINDWARD/LEEWARD COURSES AND MARKS

SI 9. MARKS (continued)

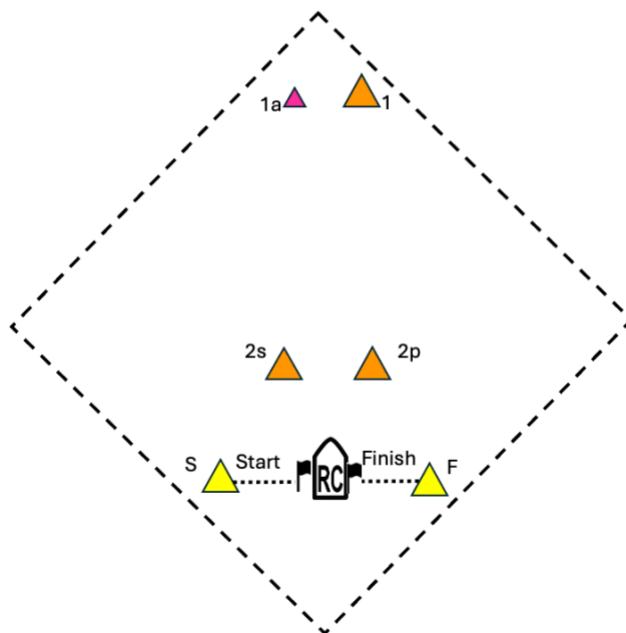
- 9.1 Mark 1 is an orange tetrahedron.
- 9.2 Mark 1a (offset mark) is a small pink tetrahedron.
- 9.3 Marks 2s and 2p are orange tetrahedrons.
- 9.4 Marks S and F are yellow tetrahedrons.
- 9.5 A new windward mark (Mark 1), as provided in SI 12, will be a yellow tetrahedron.

SI 10. COURSES (continued)

- 10.1 Marks 1 and 1a shall be rounded to port.
- 10.2 The angle between Mark 1 and Mark 1a is approximately 90°.
- 10.3 Mark 2s/2p is a gate. In the event only one gate mark is on station, that mark shall be rounded to port.
- 10.4 The starting/finishing lines are approximately 0.1 nautical mile to leeward of Mark 2s/2p.
- 10.5 No later than the warning signal, the RC signal vessel will use numeral pennants to signal one of the courses shown below:

Numeral Pennant	Courses
1	Start – 1 – 1a -- 2s/2p – 1 – 1a -- Finish
2	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish

Windward/Leeward Course Diagram





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ADDENDUM B – EQUIPMENT AND MEASUREMENT CHECKS

1 Class Inspections

- 1.1 While on the water, competitors are subject to inspection by the Club 420 Class Executive Director (ED).
- 1.2 One boat in the top ten of each fleet may be chosen for inspection. The top ten boats shall report immediately after finishing to the inspection boat when anchored beyond the finish line and displaying a solid **GREEN** flag. They shall stay in the vicinity of the inspection boat until checked or released by verbal instruction. Boats in doubt as to whether they finished in the top 10 should report to the inspection boat. The specific finishing positions to be inspected after each race will be chosen in advance of the first start of the regatta by a randomizing formula.
- 1.3 Additionally, the ED has the ability to inspect up to six boats at some point during each day of racing. The specific boats to be inspected shall be chosen in advance of each day of racing by a randomizing formula.

2 Components and Penalties

- 2.1 The inspection will check for adherence to Class Rules (CR):
 - (a) C.3.5 – For any race or series of races, competitors who are US Citizens or US residents shall wear a US Coast Guard approved Personal Flotation Device (PFD) at all times while afloat. Competitors who are residents of another country shall wear either a US Coast Guard approved PFD or a PFD approved by the country of their citizenship or residence. The PFD shall not be an inflatable type life jacket. The PFD may be removed temporarily so that clothing may be changed, added or removed.
 - (b) C.3.6 – A whistle shall be attached by a lanyard to the PFD. The lanyard shall be long enough to permit the sailor to use the whistle while wearing the PFD.
 - (c) C.4.3 – Each boat shall carry one line designated as a towing line. This line shall be at least 40 ft (12m) long, 3/8 inch (9mm) diameter, and shall float. The towing line shall be secured to the boat either around the mast or bow shackle. The towing line shall be accessible on the deck within 6 inches of the bow stem at all times, including while capsized. Tape or Velcro may be used to help secure the towing line to the bow deck or stem.
 - (d) C.4.4 – Each boat shall use a line attached from the rudder to the boat that will keep the rudder connected to the boat in the event of a capsize or turtle.
- 2.2 Penalties assessed by the inspection boat are without a hearing and are not subject to redress. *This changes RRS 60.5(c), RRS A5 and 61.1(a).*
- 2.3 The penalty for the first failed inspection of the day of CR C.3.6, C.4.3, or C.4.4 will be 20% for the nearest race in time of the total number of boats in the fleet the boat is competing in. (Ex: 20% of yellow fleet or 20% of silver fleet)
- 2.4 The penalty for any subsequent failed inspections on the same day of CR C.3.6, C.4.3, or C.4.4 will be a DSQ for the nearest race in time.
- 2.5 Penalties for breaches of CR C.3.6, C.4.3, and C.4.4 shall not make a boat's race score greater than the points for a DSQ in that race.
- 2.6 The penalty for a breach of CR C.3.5 will be a DNE for the nearest race in time.