



SPRING KEELBOAT REGATTA

Saturday and Sunday, April 10-11, 2010
Marina del Rey, California USA

SAILING INSTRUCTIONS

GENERAL INFORMATION

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1. RULES

- 1.1 This regatta is governed by the rules as defined in the *2009-2012 Racing Rules of Sailing* (RRS).
- 1.2 The Organizing Authority (OA) is California Yacht Club (CYC).
- 1.3 Each entrant must meet the eligibility, entry and fee requirements in the [Notice of Race](#) for this regatta.
- 1.4 RRS 63.7 will be replaced with: "If there is any conflict between these Sailing Instructions and the Notice of Race, the Sailing Instructions shall apply."
- 1.5 RRS 82 will not apply.
- 1.6 US SAILING Prescriptions to RRS 60, 63.2 and 63.4 will not apply.
- 1.7 The PHRF of Southern California (SoCal PHRF) "Marine Industry Racer" rule will not apply.
- 1.8 Competitors shall not intentionally discharge trash or garbage into the waters of Marina del Rey or Santa Monica Bay.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the bulletin board located outside the main entrance of the CYC clubhouse (Official Notice Board).

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted by 0930 hours on the day it will take effect. If the Answering Pennant (AP) is displayed ashore, changes will be posted prior to removing the AP if code flag "L" is displayed.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagpole located on the CYC front lawn.
- 4.2 When the AP is displayed ashore, prior to its removal, the earliest time of the Warning Signal will be posted, which time will be not less than seventy-five (75) minutes after the AP is removed. This changes Race Signals in the RRS.

5. SCHEDULE OF RACES / ORDER OF STARTS

- 5.1 Five (5) races are scheduled: three (3) on Saturday and two (2) on Sunday. If fewer than three (3) races are completed on Saturday, without posting a change to the schedule of races, the Race Committee (RC) may run a third race on Sunday. This will be signaled by displaying the "Second Substitute" code flag at the finish of Sunday's second race. If code flag "Second Substitute" is displayed over a class flag(s), it applies only to that class(es); in the absence of any class flags, it applies to all classes. The RC, at its discretion, may run fewer total races.
- 5.2 The Warning Signal for the first race each day is scheduled for 1155 hours. Subsequent races will start as soon as practicable after the finish of the prior race.
- 5.3 The order of starts for the first race each day will be posted no later than 2000 hours on Friday, April 9.
- 5.4 The order of starts may change following the first race each day.

6. CLASSES / CLASS FLAGS

- 6.1 Classes will be established based on entries received as of 1900 hours on Friday, April 9 with a minimum of five (5) paid entries necessary to establish a class. One-Design boats that have not established a class will race in the PHRF fleet and must comply with PHRF requirements.
- 6.2 Classes and class flags will be posted no later than 2000 hours on Friday, April 9.

7. RACING AREA

The racing area will be on Santa Monica Bay and use the Marina del Rey Racing Marks located southwest of the entrance to Marina del Rey. All starts will be in the vicinity of Mark S, which is located approximately 1.1 miles southwest of the Marina del Rey breakwater.

8. COURSES

- 8.1 The courses will be selected from [Marina del Rey Course Chart 16](#) (CC16). The handicap distance for courses with a downwind finish will be increased by 0.10 NM from that indicated on CC16.
- 8.2 The course and first weather mark will be signaled no later than the Warning Signal for each class as described on CC16, Course Instructions.
- 8.3 The RC may broadcast the course number for each class on VHF Channel 68 (see **SI 18**).

9. MARKS

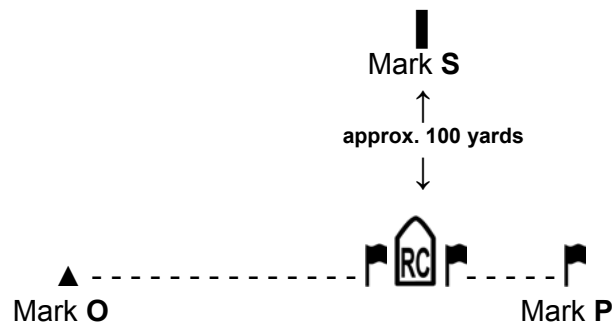
- 9.1 The marks are described on [CC16](#). In addition, Mark **O** will be an orange inflatable tetrahedron and Mark **P** will be the staff of a buoy flying a solid orange flag.
- 9.2 Mark **U** (see CC16) when set between Mark **S** and Marks **A, D, or F** will be an orange inflatable tetrahedron. Mark **U** when set between Mark **S** and Marks **B or E** will be a yellow inflatable tetrahedron. Thus, more than one (1) Mark **U** may be in the water at the same time.
- 9.3 Missing marks (spar buoys) may be replaced by yellow or orange inflatable tetrahedrons.

10. CHECK-IN

Prior to the Warning Signal for the first race each day, each boat shall sail past the stern of the RC signal boat displaying code flag "L", 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 changes RRS 63.1 and A5.

11. THE START

- 11.1 Races will be started using RRS 26. **NOTE: Each class will have its own starting sequence with two (2) minutes between sequences unless otherwise hailed by the RC (see SI 18).**
- 11.2 The starting line will be between Mark **O** at its port end and the staff of an orange and white checkered flag on the port side of the RC signal boat, at its starboard end. Mark **S** is not part of the starting line.



- 11.3 A boat that starts more than five (5) minutes after her Starting Signal shall be scored DNS. This changes RRS 63.1 and A5.
- 11.4 Boats that are subject to RRS 29.1 (Individual Recall) at their Starting Signal may be hailed by sail number on VHF channel 68 (see **SI 18**) and/or by loud hailer. Failure of the RC to transmit, failure of a competitor to receive, timeliness or order of hail shall not be considered grounds for granting redress. This changes RRS 62.
- 11.5 Competitors should be aware that other classes may be finishing while they are starting.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 At any rounding mark, the RC may signal a change of direction of the next leg by making repeated sound signals, displaying code flag C and indicating with numeral placards the compass bearing to the next mark to be rounded. The distance of the next leg will not change from that indicated by the course number signaled at the start. All subsequent marks to be rounded will shift to align with the new mark.
- 12.2 Competitors are reminded, per Race Signals in the RRS, that if class flags are displayed, the change affects only those classes. If no class flags are displayed, the change affects all classes.

13. THE FINISH

- 13.1 The finishing line is separate from the starting line and will be between the staff of an orange flag on the starboard side of the RC boat, at one end, and Mark **P** at its other end (see diagram following **SI 11.2**). Mark **S** is not part of the finishing line.
- 13.2 The blue flag or shape will not be used at the finishing line. This changes RRS Race Signals.
- 13.3 Competitors should be aware that other classes may be starting while they are finishing. Competitors are reminded that RRS 23.1 prohibits boats that have finished from interfering with boats that are racing.

14. PENALTY SYSTEM

RRS 44 is changed so that if an incident occurs outside the Zone for a rounding or finishing mark, the penalty shall be the One-Turn Penalty defined in RRS 44.2 that in all other respects complies with RRS 44.1.

15. PROTESTS AND REQUESTS FOR REDRESS

15.1 Protests shall be filed at the CYC Front Desk no later than sixty (60) minutes after the RC signal boat docks (Protest Time Limit). Protest forms will be available on the Sail Notice Board located next to the Fleet Room.

15.2 No later than fifteen (15) minutes after the RC signal boat docks, the Protest Time Limit and a list of boats that, for that day, have been scored OCS or have been penalized under RRS 30.2, RRS 30.3 or SI 10 will be posted on the Official Notice Board.

15.3 No later than fifteen (15) minutes after the Protest Time Limit, a notice of filed protests and requests for redress will be posted on the Official Notice Board. This will constitute notice to all parties to a hearing under RRS 63.2.

15.4 The first line of RRS 62.2 has been changed to read: "The request shall be in writing and be delivered to the CYC Front Desk no later than the Protest Time Limit on the day of the incident or sixty (60) minutes after the incident, whichever is later.

15.5 RRS 66 (Reopening a Hearing) is changed so that, on the last day of the regatta, the time limit for delivering a request to reopen a hearing is the Protest Time Limit or thirty (30) minutes after the decision is announced, whichever is later.

15.6 Protests will be heard in approximately the order of receipt as soon as possible.

16. SCORING

16.1 The Low Point System of RRS Appendix A will apply except that all scores will count.

16.2 PHRF classes will be scored using Area B Buoy Ratings. Boats from outside of Area B will have Area B adjustments applied as available.

16.3 One (1) race must be completed to constitute a regatta.

17. SAFETY REGULATIONS

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 racing area or as soon as possible after arriving ashore.

18. RADIO COMMUNICATION

The RC may use VHF channel 68 and/or loudhailer to broadcast information such as location of the RC signal boat, notification of upcoming starting sequences, the class starting, the course to be sailed and as provided under **SI 11.4**. Failure of the RC to transmit, mistaken transmissions or failure of a competitor to receive this information shall not be considered grounds for granting redress. This changes RRS 62.

19. PRIZES

Prizes will be awarded, based on the number of entries received, at CYC as soon as practicable after the last race on Sunday.

20. DISCLAIMER OF LIABILITY

Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. By participating in this 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 this event) from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.