



LOS ANGELES YACHT CLUB®

Sailing Instructions

Mid-Winter Catalina Island Race Saturday, February 13, 2016

1. RULES

- 1.1. This race will be governed by the rules as defined in The Racing Rules of Sailing (RRS) and the *US Safety Equipment Regulations*, (USSER), US Coastal Race level, effective January 1, 2016, except as modified by the notice of race and sailing instructions.
- 1.2. The US Safety Equipment Requirements (USSER) for SOLAS flares is changed to allow boats entered in the 2016 Mid-Winter Catalina Island Race to carry U.S. Coast Guard required flares.
- 1.3. RRS 52 is modified to allow the use of winches operated using stored power.
- 1.4. RRS 55 is modified by adding the following sentence to the rule: "However, discarding biodegradable sail stops when setting a sail is permitted."
- 1.5. All competitors are asked to observe USCG Navigational Rule 9, which in part reads "A ... sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway."
- 1.6. Further, USCG Navigational Rule 34, in part reads "...When vessels in sight of one another...is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the (horn)." *Any boat participating in an LAYC race that is identified in any complaint from the Coast Guard, Harbor Pilot or a Commercial Vessel Captain that has warned that participating boat by sounding five horns will be presumed to have infringed this instruction. **RRS 60.2, 63.1 and A5 are modified to add that the Protest Committee (P/C) may disqualify a yacht infringing this instruction without a hearing.***

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors shall be posted on the official notice board located just outside the main entrance to Los Angeles Yacht Club.

3. CHANGES IN SAILING INSTRUCTIONS

- 3.1. Any change to the sailing instructions will be posted before 1000 hours on the day of the race.

4. SCHEDULE OF RACE

4.1. The warning signal for the first class will be at 1155 hours.

5. CLASS DIVISIONS

5.1. PHRF Class divisions shall be posted at LAYC by 1900 hours on Friday, February 6.

5.2. Cruising Class, if any, will have only one division. Please see additional Rules for Cruising Class in Appendix 1 of these sailing instructions.

6. CLASS FLAGS

6.1. Class Flags to be used to signal a class division's individual starts are as follows:

| Class | Class Flag |
|----------|---------------|
| PHRF A | "A" |
| PHRF B | "B" |
| PHRF C | "C" |
| Cruising | Code Flag One |

6.2. Race Committee starting class flags referenced above for PHRF class divisions will be dark blue rectangular flags with white letters as indicated. Race boats are NOT required to fly their class flag from the backstay.

7. RACING AREA AND COURSE

7.1. The start line will be located inside Los Angeles Harbor approximately 1.5 NM NE of Los Angeles Lighthouse. At the discretion of the Race Committee, the start area may be relocated. Should this occur, the Race Committee Boat will display Code Flag "L" and the race entrants shall follow her to a new starting location.

7.2. The finish line will be located inside Los Angeles Harbor approximately 0.6 NM at 15°M from Los Angeles Lighthouse. A boat finishing when the race committee boat is not on station shall take her own time from the GPS as she passes within 50 feet of the official finish position of 33° 43.1 N, 118° 14.65 W. If the next boat is within sight, a boat taking her own time shall wait and take the finish time of that boat and report both times to the Race Committee as soon as possible after finishing.

SKIPPER PLEASE NOTE: There is a submerged material storage site immediately to the east of the finish area. This shallow area is nominally 15 feet deep and is marked by steel markers, as more fully described on Chart 18751, Los Angeles and Long Beach Harbors, 47th Edition, Oct. 2015, <http://www.charts.noaa.gov/PDFs/18751.pdf>.

7.3. The course is: Start, then around Santa Catalina Island, leaving it to port, and then to Finish. Handicap distance is 70.5 nautical miles

8. THE START

- 8.1. The Race will be started using rule 26 with the warning signal given five minutes before the starting signal. The start for the prior class will serve as the warning signal for the next class.
- 8.2. The starting line will be between two orange marks or shapes, one of which will be on or adjacent to the Committee Boat.
- 8.3. To draw attention that the race starting sequence is about to begin, multiple sound signals will be made approximately one minute before the first warning signal.
- 8.4. Boats whose warning signal has not been made shall avoid the starting area.
- 8.5. Boats starting later than 10 minutes after the last class has started shall be scored DNS. This changes rule A5.

9. RECALLS

- 9.1. Recalls will be signaled according to RRS 29. As a courtesy, the Race Committee will attempt to notify recalled boats by hailing their sail number over VHF channel 71. Failure to make a broadcast shall not be grounds for redress. A boat's position in the sequence of hailed numbers or broadcast numbers shall not be grounds for redress. This changes rule 62.1(a).

10. THE FINISH

- 10.1. The finishing line will be between two orange marks or shapes, one of which will be on or adjacent to the Committee Boat.

11. CHECK IN AND RETIREMENT

- 11.1. When the RC boat is anchored on station and code flag "L" is displayed, each boat shall pass the stern of the Race Committee Boat and hail her sail number, which will be acknowledged.
- 11.2. **A boat that starts but does not finish shall notify the race officer, committee boat, or LAYC at the first reasonable opportunity after retiring.** The Race Committee attempts to monitor VHF channel 71. LAYC can be reached by phone at 310-831-1203. The RC Boat can be reached at 562-685-3173. Alternate numbers for communication are 310-989-8572 for the communications station and 310-831-1203 for LAYC during working hours.

12. TIME LIMIT

- 12.1. There will be no time limit. The Race Committee will attempt to remain on station until 1200 Sunday. Boats still on the course at that time shall notify LAYC or the Race Committee of their position and expected finish time.

13. PROTESTS AND REQUESTS FOR REDRESS

- 13.1. A boat intending to protest shall notify the race committee and identify the boat involved promptly after finishing.
- 13.2. Protests and requests for redress shall be written on forms available at the Los Angeles Yacht Club front desk and filed there within one hour after the last boat finishes or the Race Committee boat docks, whichever is last. The close of Protest Time shall be displayed at the front desk as soon as possible.
- 13.3. The jury will hear protests as soon as practical in approximately the order of receipt.

14. RADIO COMMUNICATIONS

- 14.1. The Race committee boat intends to monitor VHF Channel 71. Skippers are **REQUIRED** to have a VHF radio capable of receiving and transmitting on VHF Channel 71.
- 14.2. The Race Committee may use VHF 71 to broadcast information such as location of Committee Boat, sail numbers of yachts recalled, change of course, etc. Failure to receive or hear such radio transmission will not be grounds for redress (affects RRS 62).
- 14.3. When finishing, all boats are requested to call the Race Committee on VHF channel 71 prior to entering Los Angeles Harbor.

15. TROPHIES

- 15.1. **The Mayor Norris Poulson Trophy** for the **Mid-Winter Catalina Island Race** will be awarded to the overall winning yacht on corrected time in PHRF.
- 15.2. Take home trophies will be awarded in each class on the following basis: up to 4 entries, 1 trophy; 5 to 7 entries, 2 trophies; 8 or more entries 3 trophies.
- 15.3. Trophies will be presented in the LAYC Clubhouse during the hospitality event at 1700 on Sunday, February 14, 2016. Complimentary hors d'oeuvres and a no-host bar will be available to all competitors, their families and guests.

Race Committee Chairman

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APPENDIX 1

ADDITIONAL RULES FOR CRUISING CLASS

1. Cruising Class boats shall abide by Performance Handicap Racing Fleet of Southern California (PHRF) Class Rules,, including Appendix D, Section 3, Cruising Class Additional Rules and the additional requirements outlined in this Appendix.
2. This is a modification to PHRF Appendix D, paragraph 4.0 of the PHRF Class Rules. A Cruising Class boat's rating shall be determined by the boat's PHRF Area C RLC rating as shown on the valid Rating Certificate adjusted with the boat's configuration adjustments shown on the LAYC Cruising Class Rating Worksheet. The Worksheet must accompany the race entry. The Cruising Class Rating for a Cruising Class boat electing to sail non-spinnaker shall include her PHRF Non-Spinnaker Offset.
3. Cruising Class Permitted Equipment.
 - 3.1. Whisker poles may be used and are limited to 1.4 times the "J" measurement. One end shall be attached to the foremost mast. This changes Appendix D, paragraph 3.0 (c) of the PHRF Class Rules.
 - 3.2. Double headsails, double head rigs, and multi-masted vessels are allowed.
 - 3.3. Power winches are allowed. This changes rule 52.
 - 3.4. Steering vanes and autopilots are allowed. However, it is the responsibility of the skipper to ensure that someone is always in a position to take command of the boat in an emergency.
4. Cruising Class Engine Use (PHRF Class Rules Appendix D, paragraph 2.0 General Policies and paragraph 3.0 (g) do not apply to this race.)
 - 4.1. Motoring is permitted. There is no minimum time the engine must be in-gear.
 - 4.2. Motoring time (MT), also referred to as engine in-gear time, is permitted at any time once 5 minutes have elapsed after the boat crosses the starting line. Motoring time is not permitted within 4 minutes before the Cruising Class start.
 - 4.3. A vessel's speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as $1.3 \times (\text{Square Root of LWL})$, where "LWL" is the length of the waterline in feet.
 - 4.4. **Each Cruising Class boat shall submit a Cruising Class engine in-gear log to the Race Committee or LAYC office by phone at the finish of the race.** LAYC can be reached at 310-831-1203. This log MUST contain the name of boat, sail number, the time and location (latitude and longitude) of when the engine was started and turned off. **Boats failing to submit their log will be scored DNF.**
 - 4.5. Engine use impact on final corrected time will be calculated by the following formula: $(\text{In-gear Time}) \times (0.4) \times (\text{Square Root of LWL})$. The value determined by this formula will be added to the yacht's Finish Time (elapsed time) to produce a MT Corrected Time. This MT Corrected Time will be "corrected" using the boat's adjusted PHRF rating to determine the boat's Final Corrected Time.