



LOS ANGELES YACHT CLUB®

2019 Harbor Series/Howland's Layover Race

SAILING INSTRUCTIONS

September 14th & 15th, 2019

The Organizing Authority (OA) is the Los Angeles Yacht Club (LAYC). The Host Club and Race Management will be provided by LAYC. LAYC is located at 285 Whalers Walk, San Pedro, CA, 90731. Phone number is (310) 831-1203. Club and Event information are available at www.LAYC.org

1. Rules

- 1.1. This series will be governed by the "rules" as defined in The Racing Rules of Sailing (RRS), and the US Safety Equipment Requirements, (USSER), US Nearshore Race level
- 1.2. RRS 52 is modified to allow the use of winches operated using stored power
- 1.3. RRS 55 is modified by adding the following sentence to the rule: "However, discarding biodegradable sail stops when setting a sail is permitted."
- 1.4. 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."
- 1.5. 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 may disqualify a yacht infringing this instruction without a hearing.
- 1.6. *US Sailing Prescriptions to RRS 63.2 and 63.4 are NOT in effect*

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 To Sailing Instructions

- 3.1. Changes to Sailing Instructions, any change to the sailing instructions will be posted before 1000 hours on September 13, 2019.

4. Signals Made Ashore

4.1. Signals made ashore will be displayed at the Club's Flagstaff, located just north of the Clubhouse.

5. Schedule

5.1. The warning signal for the first class for both races will be at 1155 hours.

5.2. Saturday, September 14, 2019, Race #1: San Pedro to Howland's Landing

5.3. Sunday, September 15, 2019, Race #2: Howland's Landing to San Pedro

5.4. There will be no competitor's meeting

6. Class Flags

Class	Class Flag
PHRF A	"A"
PHRF B	"B"
Cruising Class	Code Flag "0" (zero)
PHRF Multihull	Code Flag "1" (one)

7. Racing Area

The start line for Race #1 will be in the vicinity of Los Angeles Harbor, with the starting area approximately 1.5 nautical miles northeast of the Los Angeles Harbor Entrance in the inside middle breakwater area (See LAYC Race Course Chart 2014-1, Start/Finish Area 1.). Finish area for Race #1 and Start for Race #2 will be at Howland's Landing, Catalina Island. The finish area for Race #2 will be inside Los Angeles Harbor in the vicinity of the start area.

8. Courses and Marks The course will be selected from the following list and will be displayed using number boards on the starting Race Committee boat.

Race #1, Saturday, September 14, 2019

Course	Description	Handicap Distance
1	Start to Finish	21.4 NM
2	Start to Point Fermin Buoy R "6", leaving it to port, then to Finish	21.9 NM
3	Start to Eagle Rock (off West End of Santa Catalina Island), leaving it to port, then to Finish	29.5 NM

Race #2, Sunday, September 15, 2019

Course	Description	Handicap Distance
1	Start to Finish	21.4 NM
2	Start to Point Fermin Buoy R "6", leaving it to starboard, then to Finish	21.9 NM
3	Start to Eagle Rock (off West End of Santa Catalina Island), leaving it to starboard, then to Finish	29.5NM

9. Starting and Finishing Lines

- 9.1.** The starting line will be between a staff supporting and orange flag on the Race Committee boat at the starboard end of the line and an orange mark on the port end. There may be a limiting buoy to protect the Race Committee boat. No yacht shall sail between this limiting buoy and the Race Committee boat
- 9.2.** The classes will start in the following order:

Start Number	Class	Class Flag
1	PHRF A	"A"
2	PHRF B	"B"
3	Cruising	Code Flag "0" (zero)
4	PHRF Multihull	Code Flag "1" (one)

- 9.3.** 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.
- 9.4.** The finish line will be between a staff supporting an orange flag on the Race Committee boat and an orange mark

10. Time Limit

- 10.1.** Boats finishing after 1700 hours shall be scored DNF. This changes RRS 35 and A4.2.

11. Protests

- 11.1.** Protests shall be written on forms available at the Los Angeles Yacht Club front desk and filed there within one hour after the time the Race Committee boat docks. The close of Protest Time shall be displayed at the front desk as soon as possible.
- 11.2.** The Protest Committee will hear protests as soon as practical in approximately the order of receipt.

12. Scoring

- 12.1.** The low point system of RRS Appendix A will apply

13. Check in and Retirement

- 13.1.** When the Race Committee 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.
- 13.2.** A boat that retires from a race shall notify the Race Committee by hailing or by VHF Channel 71 before leaving the race area.

14. Radio Communications

- 14.1.** The Race Committee intends to monitor VHF Channel 71. Skippers are **REQUIRED** to have a VHF radio capable of receiving and transmitting on this channel.
- 14.2.** The Race Committee may use VHF 71 to broadcast information such as the location of the Race 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.
- 14.3.** As a courtesy, the Race Committee will attempt to notify recalled boats by hailing their sail number over VHF channel 71. Failure of a boat to see or hear her recall notification shall not relieve her of her obligation to start correctly and shall not be grounds for redress.

APPENDIX “A” ADDITIONAL RULES FOR CRUISING CLASS

1. 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. **Boat's with a PHRF Corinthian Class rating will NOT be so adjusted.**
2. Cruising Class boats failing to finish by 1700 hours will be scored Did Not Finish (DNF). This changes rule 35, A4 and A5.
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.
 - 3.5 A Cruising Class boat shall sail the entire series in the same equipment configuration and with the Cruising Class Rating determined for the first race sailed.
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 series.)
 - 5.1. Motoring is permitted. There is no minimum time the engine must be in-gear.
 - 5.2. 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.
 - 5.3. 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.
 - 5.4. **Each Cruising Class boat shall submit a Cruising Class engine in-gear log to the Race Committee boat at the finish line of the race.** If the committee boat is not on station the racer may turn their engine log into the LAYC office immediately after finishing. 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.**
 - 5.5. Engine use impact on final corrected time will be calculated by the following formula: (In-gear Time) x (0.4) x (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