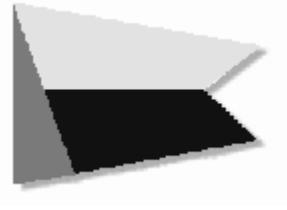


**2018 Dana Point Series
Races scheduled for 1/13 thru 10/13/2018**



SAILING INSTRUCTIONS

Dana Point Yacht Club (DPYC) is the Organizing Authority for this Series.

1. RULES

1.1 These races shall be governed by the Racing Rules of Sailing (RRS), the rules of PHRF of Southern California. This regatta is classified as a U.S. Sailing Near Shore Race and all boats shall comply with US Safety Equipment Regulations (USSER) and current USCG safety regulations.

1.2 The first two sentences of rule 44.1 are changed to: A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.

1.3 The Marine Industry Racer (MIR) rule of PHRF of Southern California shall not apply to this Series.

1.4 US Sailing Prescriptions to Rules 60, 63.2 and 63.4 are deleted.

1.5 USSER requirement 3.8.2 is modified to strongly recommend but not require DSC/GPS capability.

2 NOTICE TO COMPETITORS

2.1 Notices to competitors will be posted on the Official Regatta Notice Board located on the south wall of the Horizon Bar in the DPYC clubhouse and on the Events Board on the front patio of the DPYC clubhouse.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 Any changes to these *Sailing Instructions* for race one will be posted no later than 30 minutes after the end of the skippers meeting. For each of the remaining races, any changes will be posted online and by 1000 hours each race day.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the DPYC flagstaff on the south side of the building near the clubhouse entrance and parking lot, or the DPYC flagstaff at the upstairs patio near the northwest corner of the building.

4.2 When Flag AP is displayed ashore, “1 minute” is replaced with “not less than 60 minutes” in the race signal AP.

5 SCHEDULE OF RACES

5.1 The scheduled time of the warning signal for the first race of each race day will be at 1155 hours.

5.2 The warning signal for the second race of the day, if one is scheduled, will be as soon as practicable after the finish of the previous race.

6 CLASSES and CLASS FLAGS

6.1 Once a boat has registered for the Series and its Class has been established, it will remain in its original Class for the entire Series.

6.2 For all days that include only **Random Leg Races**, the anticipated classes will start in the following order:

Cruise A, Cruise B, ORCA	White flag with a dark letter E
PHRF D	White flag with a dark letter D
PHRF C	White flag with a dark letter C
PHRF B	White flag with a dark letter B
PHRF A	White flag with a dark letter A

6.3 For all days that include **Buoy Races for the PHRF fleet**, the anticipated classes will start in the following order:

<u>Class</u>	<u>Class Identification Flag</u>
PHRF A	White flag with a dark letter A (2 buoy races scheduled)
PHRF B	White flag with a dark letter B (2 buoy races scheduled)
PHRF C	White flag with a dark letter C (2 buoy races scheduled)
PHRF D	White flag with a dark letter D (2 buoy races scheduled)
Cruise A, Cruise B, ORCA	White flag with a dark letter E (1 random leg race scheduled)

6.4 Cruise A, Cruise B, and ORCA will start together and be scored separately.

7 SAFETY

7.1 Competitors must check-in with the Race Committee Signal Boat at least five minutes before the scheduled warning signal of the first race of the day or they will be assessed a Scoring Penalty of 30%g for all races that day. Competitors who do not check in before the start of their class will be scored DNC for that race, without a hearing.

7.2 Competitors shall sail past the stern of the Race Committee Signal Boat and hail their sail numbers until they are acknowledged by a Race Committee Signal Boat member as 'checked-in'.

7.3 A boat that retires from a race prior to finishing must notify the Race Committee by coming within hail, by making contact on VHF Channel 68 or immediately after arriving ashore. Failure to comply may result in sanctions by the Race Committee, including rejection of the competitor's future race entries.

8 RACING AREA, COURSES, and MARKS

8.1 All courses will be signaled from the Race Committee boat using International Code Flag numeral pennants.

8.2 The current version of the Dana Point Race Chart v#07.1 and the DPYC W/L Race Chart V2.0 will be used for the series.

8.3 The Start/Finish Line will be restricted which means that a boat may not sail through the Start/Finish line except when a boat is starting or finishing. Boats failing to comply will be scored DSQ for that race.

8.3.1 A restricted line is, in its entirety, designated as an obstruction as defined in the RRS.

8.4 For Buoy Races, the approximate compass bearing from the starting line to Mark W (the windward mark) will be displayed on a white board located on the stern of the Race Committee Boat.

8.5 When using DPYC W/L Race Chart V2.0 Mark W (windward mark and Mark L (leeward mark) will be orange inflatable tetrahedrons. New marks, if used, will be yellow inflatable tetrahedrons.

8.6 Reverse Course – When flag "R" is displayed by the RC Signal Boat under the course number, the course shall be sailed in reverse order, leaving all marks on the opposite hand.

9 STARTING LINES, FINISHING LINES, and STARTING SYSTEM

9.1 All races will be started using RRS 26. Race Committee will sound a series of horn blasts as a courtesy signal approximately 1 minute before the Cruise A, B and ORCA Warning Signal. For all days that include Buoy Races for the PHRF fleet, the Race Committee will sound a series of horn blasts as a courtesy signal approximately 1 minute before the Class A Warning Signal.

All subsequent class warning signals will coincide with the start of the prior class.

9.2 (a) The Starting line for all races will be designated by an orange flag on or near the Race Committee Signal Boat (at the starboard end of the line) and an orange flag on the floating mark (at the port end of the line).

9.2 (b) The Finishing line for Random Leg races may not be in the same position as the Starting Line, but will be between an orange flag on the Race Committee Signal Boat and an orange flag on a floating mark in a location visible to competitors when approaching from the previous mark on the race course.

9.3 (a) For all Random Leg races, the location of the Start line is as described in Dana Point Race Chart V#7.1. The finish line for Random Leg races is described in 9.2 (b) above.

9.3 (b) For all Buoy races, the Starting and Finishing Line shall be located as determined by Race Committee, generally in the vicinity of S/F or C Mark (as described in the Dana Point Race Chart V#7.1) as governed by weather conditions.

9.4 A boat whose warning signal has *not* been made shall stay clear of the starting area and of all other boats whose warning signal has been made.

9.5 A floating mark may be attached to the Race Committee Signal Boat and shall be part of the Starting and Finishing Mark for the purposes of RRS 28 and 31.

9.6 As a courtesy to racers, The Race Committee may use VHF Channel 68 to make competitors aware of its intentions, the course to be sailed, starting times, course changes, postponement and other information regarding the races. Failure of the Race Committee to make a broadcast, the timing of a broadcast or the failure of a boat to hear a broadcast shall not be grounds for redress under Rule 62.1(a).

9.7 A blue flag will not be displayed on the RC Finish Boat. This changes RRS Race Signals.

10 RECALLS

10.1 Individual Recalls will be signaled in accordance with RRS 29.1. The Race Committee Signal Boat shall attempt to hail On Course Side (OCS) competitors on VHF68. The failure of the Race Committee Signal Boat to hail a boat, or any boat to hear the hail, or the order of hailed boats shall not be grounds for granting redress. This changes RRS 62.1.

10.2 A Race Committee markset boat, if stationed at the port end of the line, is authorized to identify boats which have broken RRS 29.1.

11 CHANGE OF COURSE AFTER THE START

11.1 A change of course after the start will be made in accordance with RRS 33 and will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. New marks, if used, will be as described in Instruction 9.5.

11.2 Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration.

11.3 When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

12 SCORING (As stated in the Notice of Race)

13 TIME LIMIT

13.1 The time limit for all classes for each day's race(s) will be 1700 hours.

13.2 For Buoy Races only, boats failing to finish within 30 minutes of the first boat in their class will be scored DNF for that race.

14 PROTESTS AND PENALTIES

14.1 All protests and requests for redress must conform to RRS Part 5, Section A and shall be written on forms available from a representative of the Race Committee at the Race Committee table or the bar located in the upstairs Horizon bar of DPYC.

14.2 The protest time limit is one (1) hour from the official posted docking time of the Race Committee Signal Boat, which shall be posted on the Official Regatta Notice Board on the south wall, second floor of the DPYC clubhouse.

14.3 Arbitration will be used for protests involving breaking a rule of RRS Part 2 under the US Sailing guidelines for arbitration. Protests not resolved in arbitration or involving rules other than found in RRS Part 2 will go to a full hearing of the Jury.

14.4 The Protest Committee will post a list of the protests filed, the times and place(s) for the hearings on the Official Regatta Notice Board. Contestants are responsible for checking this posting. Failure to do so is not an excuse to be absent from a hearing.

14.5 The Jury will attempt to hear protests in the order received. Protests will be heard as soon as possible after the protest time limit stated in 15.2 above.

15 ARBITRATION

15.1 Protests filed, alleging a violation of Part 2 of the RRS, will be arbitrated unless serious damage or injury was sustained, or significant advantage was gained and/or multiple boats were involved in the incident. This changes RRS Part 5, Section B.

15.2 One representative from each boat will testify without witnesses before an arbitrator.

15.3 The arbitrator will make one of the following decisions:

15.3.1 There is no violation. If **both** parties agree, the protest is withdrawn and cannot be reopened. If **neither** of the parties agree, the protest will go to the Jury.

15.3.2 There is a violation by one or more of the boats involved. The offending boat has the option of accepting a penalty. The penalty will be 40% of the number of yachts in their class, rounding 0.5 upward. If the penalty is accepted the matter is closed and cannot be re-opened. If the party does not accept the penalty the protest will go to a full hearing of the Jury.

15.3.3 The arbitrator cannot determine the violation, and will direct the protest to the full Jury. The arbitrator will not be a member of the jury but may be a witness to verify the consistency of the testimony. This changes RRS 63.3(a).

16 RADIO COMMUNICATION

16.1 Except in an emergency, a boat shall neither make radio/cellular transmissions while racing nor receive radio communications not available to all boats.

17 TROPHIES (As stated in the Notice of Race)

18 DISCLAIMER OF LIABILITY

18.1 Competitors participate in the series entirely at their own risk. See Rule 4, Decision to Race. The Organizing Authority (DPYC) will not accept any liability for material damage or personal injury or death sustained in connection with or prior to, during, or after any racing activity.