

Lake Washington Sailing Club























2018 Dinghy Delta Ditch Sailing Instructions:














1. **Rules:** The series will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.1 Any class rules regulating the use of GPS's, compasses (either digital or analog), VHF radios or cell phones will not apply for this regatta.
- 1.2 **Sail Numbers:** Sailboats without sail numbers will not be scored.
- 1.3 **Safety:** Lifejackets are mandatory and must be worn at all times while on the water.
- 1.4 **Safety:** Every boat must have at least a 15-foot painter 3/16" diameter or larger as a towline.
- 1.5 **Navigation Lights:** Every participating boat must have a flashlight (white light) with sufficient strength to alert vessels of your presence with batteries that will last 4 hours to satisfy US Coast Guard nighttime requirements.
- 1.6 **Ships:** Although unlikely, a ship may transit the man-made portion of the shipping channel during the race. Every boat is obligated to sail to the westerly side of the man-made channel and hug the shore as close as is safely possible until the ship passes. All boats should break overlaps to get as close to the shore as possible.
- 1.7 **Ferry:** About 2 miles upstream of the starting area, there is a ferry that crosses Cache Slough. All entrants are obligated to give way to this ship operating in restricted waters.
- 1.8 **Food and Water:** Since this can be a very long race, it is required that all participants bring at least one full meal and 1 gallon of water/liquids for each sailor.
- 1.9 **Communication:** All safety boats and the LWSC clubhouse will have VHF radios and cell phones. The fleet may communicate on channel 68 and channel 16 (for emergencies). See the course sheet for cell phone numbers.
- 1.10 **Decision to Sail:** It is the responsibility of each participant to sail in a safe manner and to make the decision to sail.
- 2 **Registration** must be completed prior to their Skipper's meeting at Registration in Rio Vista.
- 2.1 **Notices to Competitors:** Notices to competitors will be posted on the official notice table located in Registration.
- 2.2 Changes to Sailing Instructions will be posted no later than 15-minutes after each Skippers Meeting.
- 2.3 **Course Sheet:** A course sheet will contain the course and marks to sail, a starting time table on the back, graphics of the flags to be used and cell phone numbers for on water communications.
3. **Classes and Divisions:**
- 3.1 **One Design Classes:** One-design classes having 4 or more entries will be scored separately as a class.
- 3.2 **Open Division:** A yacht not competing in a one-design class will sail in a Portsmouth handicapped class.
- 3.3 **Cruising Division:** Scoring for overall placement will be based on order of finish for boats within this division. Cruising Division will not be included in the overall scoring (reference 3.4).
- 3.4 **Overall scoring:** Scoring for overall placement will be based on the latest Portsmouth handicaps.
4. **Schedule of Racing:**
- 4.1 **Skippers Meeting:** Skippers' meetings will be held at 10:30 AM, 12:00 PM and 1:00 PM on the day of the regatta on the lawn by the ramp at the launching site, Delta Marina Yacht Harbor.
- 4.2 **First Warning:** The first warning will be at 11:25 AM unless changed at the Skippers Meeting or on the water.
5. **Bridge Crossing and Towing:** The launching site is on the other side of the Rio Vista Bridge from the starting area. The bridge is not high enough for even the shortest dinghy's mast to fit under even though it seems like it is close. The race committee will be coordinating the raising of the bridge with the bridge tender. Towing may be necessary based on wind and current to speed the transit through the bridge and arrival at the starting area.
- 5.1 **Towing:** If boats are not able to make progress to the bridge or risk being pulled under the bridge, the safety boats will have tow ropes to tie to. Please be ready with your painter to attach to the tow rope.
- 5.1.1 **Tow ropes:** All safety boats will have tow ropes. The ropes have loops every 20 feet for your painter. To attach, grab the tow rope, pull yourself forward to the forward-most free loop, slide the loose end of your painter through the loop and then fasten the painter to your boat. This allows an easy release when towing is complete.
- 5.1.2 **Mandatory towing:** Mandatory towing will be indicated by 3 horn blasts. When signaled, you are obligated to sail a course to intercept the most appropriate tow boat and be ready with your painter to attach to the tow line.
- 5.2 **Pre-Bridge Raising Activity:** After the Skippers Meeting, every entrant must move as quickly as possible to sail to the bridge. We will not wait for boats that are excessively straggling and the bridge will only be raised once per hour. Once at the bridge please sail in a clockwise sausage in front of the bridge as close as safely possible until every boat has arrived. If the wind is lighter than the current, be wary of being swept under the bridge.
- 5.3 **Bridge Raising Activity:** Once the bridge has been raised, we will have less than 5 minutes for all of the boats to get through. The opening is wide enough that all boats should pass through at the same time, so everyone should make their way through as soon as the bridge is raised. If there is not enough wind to make good progress, the safety boats will use their tow ropes. Again, be ready with your painter for a tow.
- 5.4 **Post-Raising Activity:** Once on the other side of the bridge, make your way to the starting area. The committee boat will already be there with marks set. Boats that do not make it through the bridge during the first pass will not be waited for if they were straggling. It will be up to an hour before the bridge is raised again.
6. **Starting Area:** The starting area will be immediately upstream the Sacramento River from the Rio Vista Bridge. An alternate location is at the confluence of Cache Slough, Steamboat Slough and the Sacramento River.
7. **Start Line:** The Start line will be between an inflatable yellow cylinder and an orange flag on the committee boat.
8. **Starting Sequence:** The starting sequence will either be a pursuit start or the 5-minute sequence with rolling starts based on wind conditions. For the Cruising Class, there will be one start.
- 8.1 **Cruising Class:** The start will be downwind with no upwind mark.

- 8.2 Pursuit Starts: If the A or B "fleet" flag is raised from the committee boat, it will be a pursuit start. See the starting time table on the back of the course sheet for starting times for both the A and B flags. No sequence flags will be raised during the starting sequence except a recall. Audible warnings will be given if possible.
- 8.3 Traditional Sequence: If the C through F "fleet" flag is raised, a traditional start will be used with the pennant indicating the fleet that will be starting. See the back of the course sheet for details on this sequence. The flag assignments will be announced and updated at the skippers meeting.
9. **Courses for Cruising Class, Pursuit, or 5-minute Sequence:**
- 9.1 Cruising Class Overall Course: From the downwind start, the course follows the shipping channel from Rio Vista to West Sacramento. The course covers the remaining 26 miles of the man-made shipping channel to the Port of Sacramento. Once inside the turning basin for the Port of Sacramento, the course will turn northward and will finish off the eastern shore of the sailing club peninsula. See the course sheet for more details particularly on the start and finishing areas.
- 9.2 Course Flags Pursuit or 5-minute Sequence: The course to sail will be specified by the numeric pennant that corresponds to the course number on course sheet. The course flag will be raised at the same time as the "fleet" flag.
- 9.2.1 Pursuit or 5-minute Sequence Overall Course: From the upwind start to windward mark, the course follows the shipping channel from Rio Vista to West Sacramento. The course and channel go up Cache Slough from the starting area for approximately 4.5 miles to the confluence of Prospect and Miner Sloughs, at which point the man-made shipping channel begins. The course covers the remaining 26 miles of the man-made shipping channel to the Port of Sacramento. Once inside the turning basin for the Port of Sacramento, the course will turn northward and will finish off the eastern shore of the sailing club peninsula. See the course sheet for more details particularly on the start and finishing areas.
- 9.2.2 Planned course (Course #1): The starting line will be on the southeastern edge of the river and will have a short upwind leg around an inflatable yellow cylinder, rounded to **starboard** and continue to the above overall course.
- 9.2.3 Alternate course for southern wind (Course #2): The starting line will be on the northwestern edge of the river and the windward mark should be rounded to **port**. Otherwise it is identical to course #1.
- 9.2.4 Alternate course for eastern wind (Course #3): In the case that the course up the shipping channel is already up wind, no windward mark will be set. The course will go straight up the shipping channel from the start line.
- 9.3 GPS Waypoints: These waypoints can be used for the course:
- | | | |
|-------------------------------------|---------------------|--------------------|
| Launching Area: | N38.1490, W121.6924 | 27.12 nm to finish |
| Bridge: | N38.1590, W121.6841 | 26.36 nm to finish |
| Starting Area: | N38.1634, W121.6756 | 25.92 nm to finish |
| Cache Slough Ch. Marker 40 (red): | N38.1885, W121.6586 | 24.23 nm to finish |
| Cache Slough Ch. Marker 42 (red): | N38.1976, W121.6558 | 23.66 nm to finish |
| Cache Slough Ch. Marker 47 (green): | N38.2233, W121.6746 | 21.90 nm to finish |
| Shipping Ch. Marker 52 (red): | N38.2371, W121.6722 | 21.05 nm to finish |
| Shipping Ch. Marker 59 (green): | N38.3335, W121.6484 | 15.17 nm to finish |
| Shipping Ch. Marker 70 (red): | N38.4696, W121.5844 | 6.48 nm to finish |
| Shipping Ch. Marker 75 (green): | N38.5376, W121.5855 | 2.40 nm to finish |
| Shipping Ch. Marker 79 (green): | N38.5466, W121.5836 | 1.89 nm to finish |
| Shipping Ch. Marker 81 (green): | N38.5546, W121.5775 | 1.34 nm to finish |
| Shipping Ch. Marker 83 (green): | N38.5600, W121.5679 | 0.80 nm to finish |
| Shipping Ch. Marker 85 (green): | N38.5619, W121.5568 | 0.25 nm to finish |
| Finish area: | N38.5652, W121.5532 | |
- 9.4 Restricted areas: There are no restricted areas in the course (except to avoid shipping traffic). You may sail between any channel marker and the shore.
10. **Finish Line:** The finish line will be located at the Lake Washington turning basin between a red buoy and white buoy (near the powerboat launch ramp) on the shore of the clubhouse peninsula in line with the clubhouse flag pole. Lumen sticks will be attached to both finish marks.
11. **Shortened Course:** The race may be shortened due to light winds that will prevent the majority of competitive boats from finishing before an hour after dark. In this case, the committee boat will make a finish line between a small red ball and the S flag. The committee boat will anchor the line upstream of the first boat and allow everyone to sail to the shortened finish line.
12. **Abandonment:**
- 12.1 General Abandonment: The race may be abandoned after a 1-2 hour postponement at the starting area. Look for one of the safety boats to assist you back to Delta Marina Yacht Harbor.
- 12.2 Individual Abandonment: Individual boats that clearly will either not finish the entire course by an hour after dark or will not finish a shortened course so that they can be towed into LWSC within an hour after dark, will be towed to LWSC and will not be scored. This rule will only be used as a last resort.
13. **Protests:** Protests must be filed within 30-minutes of the last of the parties involved in the protest finishing. Protest forms will be available in the clubhouse and can be filed with the race committee in the clubhouse. The protest

committee will not give time penalties; it will only hand out disqualifications. We encourage voluntary 2-turns (720's) to prevent disqualifications.

14. **Trophies:** Trophies will be awarded at the dinner after the race. This is scheduled for 7:30 PM, but may be moved in either direction based on when the fleet finishes.

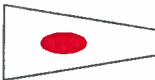

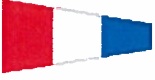













| Boat Type | Handicap | Shuttle |  |  | Flags |
|-------------------------|----------|---------|---|--|---|
| Cruising Class | - | #1 | 11:30 | 11:30 |  |
| El Toro | 126.6 | #1 | 12:00:54 | 13:00:54 |  |
| Potter 15 | 124.3 | #1 | 12:08:30 | 13:08:30 |  |
| Pelican | 117.4 | #1 | 12:31:16 | 13:31:16 |  |
| Montgomery 15 | 108.2 | #2 | 13:01:37 | 14:01:37 |  |
| Montgomery 17 | 102.8 | #2 | 13:19:27 | 14:19:27 |  |
| Potter 19 | 105.5 | #2 | 13:10:32 | 14:10:32 |  |
| Montgomery 15 Spinnaker | 105.5 | #2 | 13:10:32 | 14:10:32 |  |
| Pirate | 102.9 | #2 | 13:19:27 | 14:19:27 |  |
| Sun Cat | 102.8 | #2 | 13:19:27 | 14:19:27 |  |
| CFJ | 102.5 | #2 | 13:20:26 | 14:20:26 |  |
| Sunfish | 99.6 | #2 | 13:30:00 | 14:30:00 |  |
| Lido 14 | 98.9 | #2 | 13:32:19 | 14:32:19 |  |
| Day Sailor | 98.5 | #2 | 13:33:38 | 14:33:38 |  |
| FJ (Int.) | 97.9 | #2 | 13:35:37 | 14:35:37 |  |
| Laser Radial | 96.7 | #2 | 13:39:34 | 14:39:34 |  |
| RS Vareo | 92.7 | #2 | 13:52:46 | 14:52:46 |  |
| C-15 | 91.9 | #2 | 13:55:25 | 14:55:25 |  |
| Melges M-14 | 91.25 | #2 | 13:57:43 | 14:57:43 |  |
| Laser | 91.1 | #2 | 13:58:03 | 14:58:03 |  |

| | | | | | |
|---------------|------|----|----------|----------|---|
| Megabyte | 90.8 | #2 | 13:59:03 | 14:59:03 |  |
| Santana 20 | 90.1 | #2 | 14:01:21 | 15:01:21 |  |
| Finn | 90.1 | #2 | 14:01:21 | 15:01:21 |  |
| RS Aero 7 | 89.5 | #3 | 14:03:20 | 15:03:20 |  |
| RS Aero 9 | 87.3 | #3 | 14:10:36 | 15:10:36 |  |
| M-14 | 87.3 | #3 | 14:10:36 | 15:10:36 |  |
| Kona/Carb One | 86 | #3 | 14:14:53 | 15:14:53 |  |
| Hobie Turbo14 | 83.1 | #3 | 14:24:27 | 15:24:27 |  |
| Wyliecat 17 | 83 | #3 | 14:24:47 | 15:24:47 |  |
| Thistle | 83 | #3 | 14:24:47 | 15:24:47 |  |
| FD | 80.1 | #3 | 14:34:21 | 15:34:21 |  |
| 5o5 | 79.8 | #3 | 14:35:21 | 15:35:21 |  |
| C Scow | 79.1 | #3 | 14:37:39 | 15:37:39 |  |
| Weta | 78.5 | #3 | 14:39:38 | 15:39:38 |  |
| Bennett VX 1 | 77 | #3 | 14:44:35 | 15:44:35 |  |
| YOU: | | | | | |

Starting Sequence for non-pursuit start:

| <u>Signal</u> | <u>Flag Sound</u> | <u>Sound</u> | <u>Time to Start</u> |
|---------------|------------------------------|--------------|----------------------|
| Warning | Class & Course Flags Raised | 1 Horn | 5 minutes |
| Preparatory | P Flag Raised | 1 Horn | 4 minutes |
| One-Minute | P Flag Lowered | 1 Long Horn | 1 minute |
| Starting | Class & Course Flags Lowered | 1 Horn | 0 minutes |

Cell #'s: Dave Potter (916) 396-4817
 Sam Neustadt (530) 601-0412
 VHF channel 68 (16 for emergencies)

| Flag | Course |
|---|------------------------------------|
|  | Start, W (to starboard), Finish |
|  | Start, W (to port), Finish |
|  | Start, Finish |
|  | Preparatory (P) |
|  | Individual Recall |
|  | Individual Recall |
|  | General Recall |
|  | Postponement |
|  | Abandonment |
|  | Shortened Course |
|  | Alpha |
|  | Bravo |
|  | Charlie |
|  | Delta |
|  | Echo |
|  | Gulf (GO) |

Lake Washington Sailing Club
Course Sheet for the 2018 Dinghy Delta Ditch:

