



# San Diego – Ensenada International Yacht Race

PHRF Classes including Multihull,  
One Design, ORR,  
Cruising Fleet, Southwestern Racing Fleet,  
and Ancient Mariners Sailing Society  
San Diego, CA  
Friday, October 4<sup>th</sup>, 2019

Hosted by Southwestern Yacht Club (SWYC)

## SAILING INSTRUCTIONS

Principal Race Officer (start)  
Principal Race Officer (finish)  
Protest Chair

Colleen Cooke  
Chris Brzezinski  
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### 1. RULES

- 1.1. The Regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) and the US Sailing Prescriptions.
- 1.2. US Sailing Prescriptions to Rules 63.2 and 63.4 will not apply.
- 1.3. In the event of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions will apply. This changes RRS 63.7.
- 1.4. Change RRS 51 to read: “All movable ballast shall be properly stowed. Water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board. However, bilge water may be bailed out. Movement of sails not in use while racing is allowed; however, sails not being flown must remain within a boat’s lifelines.”
- 1.5. The following ORR rules will be changed as follows:
  - 1.5.1. There is no limitation on the number of spinnakers and staysails carried. This modifies ORR rule 10.02.1.
  - 1.5.2. There is no limitation on crew weight. This modifies ORR rule 4.01.
- 1.6. Sail numbers on all sails flown must comply with RRS for size, contrast, and general placement. They must also agree with the numbers indicated on the entry form.
- 1.7. RRS 55 is changed by adding the following sentence to the rule: “However, discarding biodegradable bands when setting a sail is permitted.” Racers remain responsible for compliance with all applicable state and federal laws.

- 1.8. When a boat sailing under the RRS meets a boat that is not, she shall comply with the International Regulations for Preventing Collisions at Sea.
- 1.9. All racers shall adhere to the defined Naval Protection Zone (33 C.F.R. 165.2030).
- 2. NOTICES TO COMPETITORS**
  - 2.1. Notices to competitors will be posted on the Event Website (<http://www.regattanetwork.com/event/17878>) and on the RC Bulletin Board adjacent to the SWYC office no later than 0900 hours on the day of the event.
- 3. CHANGES TO SAILING INSTRUCTIONS**
  - 3.1. Ashore: Any change in the Sailing Instructions will be posted on the bulletin board and on the Event Website prior to 0900 on the day of the event.
  - 3.2. Afloat: Any change in the Sailing Instructions made afloat will be communicated via VHF Channel 68.
  - 3.3. The Race Committee will monitor and communicate on VHF Channel 68 when on station.
- 4. SCHEDULE OF EVENTS**
  - 4.1. The first warning is scheduled for 1050 October 4th, 2019.
- 5. CLASS FLAGS, START ORDER & CHECK IN**
  - 5.1. Class Assignments, Class Flags and Starting Order will be established and posted on the regatta website no later than 1200 Thursday, October 3<sup>rd</sup>, 2019, and shall be considered an amendment to the sailing instructions.
  - 5.2. Numeral pennants designating class will be displayed from the yacht's backstay. Yachts without a backstay shall display their pennants in a prominent manner on the stern.
  - 5.3. All yachts shall check in with the RC boat at least one minute prior to the warning signal for their class. No check-in will occur after one minute before or during a starting sequence for any class. Yachts checking in shall pass the RC boat to starboard and hail with sail number and class. Check-in will be complete only when RC boat responds with that information.  
**THERE WILL BE NO RADIO CHECK-IN.**
- 6. RACING AREA**
  - 6.1. The racing area will be the Pacific Ocean from the Coronado Roads to Ensenada, Mexico.
- 7. THE COURSE**
  - 7.1. The starting area will be in the Coronado Roads, in the vicinity of TG-1 federal mooring buoy.
  - 7.2. The race will proceed from the starting line to Mark 1 (turning mark), approximately 1.8 nm from the start, leaving Mark 1 to port, then to the finish line.
  - 7.3. The finish is off the Hotel Coral Marina breakwater, approximately at position 31° 51.54 N; 116° 39.71 W.
  - 7.4. The distance, for scoring purposes, is 58.8 nautical miles.
- 8. MARKS**
  - Mark 1: yellow tetrahedron at approximately 32° 38.69N; 117° 12.38W

## 9. THE START

- 9.1. The starting line will be between a staff displaying an orange flag on the RC boat and an orange inflatable buoy or orange autonomous mark near the RC boat. The use of an autonomous mark will not be grounds for redress. Routine movement of the autonomous mark will not be grounds for redress. This includes minor readjustments and marks being returning to station after having been pushed away by a competitor. This modifies RRS 62.1(a).
- 9.2. A distance buoy may be streamed aft of the RC boat and if present shall be considered part of the RC boat.
- 9.3. Yachts whose warning signal has not been made shall avoid the starting area.
- 9.4. The RC may eliminate or combine starts without prior notice, depending on entries. Class pennants will indicate combined starts. The RC may announce any such changes on VHF Channel 68. Failure to announce will not be grounds for a request for redress.

## 10. RECALLS

- 10.1. General and Individual recalls shall be signaled in accordance with RRS 29.1. The RC may attempt to notify premature starters either by loud hailer or VHF Channel 68. Failure of a yacht to hear a hail OR failure of the RC to hail shall not be grounds for redress. This modifies RRS 62.1 (a). It is the responsibility of each yacht to start properly.
- 10.2. Premature starters failing to return and start properly will be penalized by having one (1) hour added to their corrected times. This alters RRS A4.2.

## 11. THE FINISH

- 11.1. The finish line is located off the Hotel Coral Marina breakwater, approximately at position 31° 51.54 N; 116° 39.71 W.
- 11.1. Finish will be between two yellow tetrahedrons. A proper finish leaves the nearshore tetrahedron (closest to the breakwater) to port. An effort will be made to light the finish marks during hours of darkness. Failure of RC to light finish marks will not be grounds for redress. See Attachment A for finish line approximate location.
- 11.2. Each yacht, when an estimated 30 minutes from finishing, shall contact race committee on VHF Channel 68, providing approximate distance from finish line, and receive RC acknowledgement. The yacht will continue to monitor VHF Channel 68 until she crosses the finish. Upon crossing the finish, the yacht will hail RC on VHF Channel 68 and receive RC acknowledgement. Take note of the yachts finishing immediately before and after your yacht.
- 11.3. When finishing at night or in hours of reduced visibility, a yacht shall illuminate her sails and sail numbers as she approaches and crosses the finish line.
- 11.4. Should there be no RC on station for the finish, RRS 34 will be in effect. Each yacht shall take her own GPS time when that yacht crosses the finish. (See 11.1). Finish times shall be reported to the SWYC RC (619-573-5843) or reported to Race Headquarters at the San Nicolas Hotel. Deadline for reporting finish time is 1300 hours on Saturday, October 5th, 2019.

11.5. Cruising Classes: Engines shall be off at least 500 yards (0.25 nautical miles) before the finish line.

## **12. TIME LIMIT & WITHDRAWALS**

12.1. Any yacht failing to finish by 1300 hours October 5th, 2019 will be scored DNF without a hearing. This changes RRS 35, A4, and A5.

12.2. Yachts that start and then drop out (DNF) must do so by one of the following methods:

12.2.1. Yachts may DNF at the finish line by not crossing the finish line and by identifying themselves by any means, including VHF Channel 68, to the RC boat and being acknowledged by the RC boat.

12.2.2. Any other DNF shall report either to the Race Headquarters at the San Nicolas Hotel in person or to SWYC RC by calling (619) 573-5843 between 1000 hours and 1200 hours on Saturday, October 5th, 2019. Yachts that DNF will be considered by U.S. CBP to have landed in foreign waters, and therefore, must clear U.S. CBP upon return to U.S. soil.

12.3. Failure to notify SWYC RC may result in loss of racing privileges in future SWYC events.

## **12. CRUISING CLASSES ENGINE TIME LOG**

12.1. Total engine propulsion time may not exceed four (4) hours for the entire race.

12.2. Engine in-gear time is restricted to between 1800 hours and 0600 hours during the race.

12.3. The Engine Time Log must be completed for each Cruising Class participant, even if the engine is not used. See Attachment B.

12.4. File your Engine Time Log with Race Headquarters at the *San Nicolas Hotel* as soon as practical after finishing, but no later than the filing deadline of 1300 hours on Saturday, October 5<sup>th</sup>, 2019. A drop box will be provided at the front counter of the hotel or with the RC representative at the T-shirt sales table at Race Headquarters.

12.5. Boats finishing between 1200 and 1300 hours may radio in the Engine Time Log to the Race Committee for provisional scoring. In this case, the Engine Time Log must be filed with Race Headquarters as soon as practical after finishing.

12.6. The RC will score a yacht as DNF for incomplete and/or late submission of the Engine Time Log.

## **14. PROTESTS**

14.1. RRS 61 is modified to add: A yacht intending to protest shall report her intentions and the yacht(s) being protested to the RC via VHF Channel 68 upon finishing and shall obtain RC acknowledgement. A yacht that does not finish and intends to protest shall report her intentions to the RC via VHF Channel 68 and shall obtain RC acknowledgement.

14.2. Protests must be in writing and hand delivered to a RC representative at the Race Headquarters no later than 1500 hours on Saturday, October 5<sup>th</sup>, 2019.

14.3. Protests will be heard in the approximate order of receipt, commencing at 1200 hours, at the San Nicolas Hotel, on Saturday, October 5th, 2019.

#### **15. SAFETY & DISCLAIMER OF LIABILITY**

- 15.1. Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 15.2. International Regulations for Preventing Collisions at Sea or government right-of-way rules shall replace Part 2 of RRS between sunset and sunrise. Attention is called to RRS 48 concerning fog signals and lights.
- 15.3. US Sailing **Coastal** Safety Equipment is required in addition to all required USCG boating requirements. US Sailing Coastal and Near Shore Requirements can be found here:  
[https://www.ussailing.org/wpcontent/uploads/2018/03/US\\_SER\\_2018.0\\_Categories.pdf](https://www.ussailing.org/wpcontent/uploads/2018/03/US_SER_2018.0_Categories.pdf)
- 15.4. The US Sailing Safety Equipment Requirements (SER) are modified for the following sections:
- 15.4.1. SER 2.5.1 – Primary Operating Bilge Pump – Required. Currently installed bilge pump/switching/draining/capacity satisfactory.
  - 15.4.2. SER 2.4.4 – Lifelines -Required. Existing factory installation is satisfactory.
  - 15.4.3. SER 3.1.2 – PFD Crotch/Leg Straps - Required. No Competitor may protest a boat for infringing this rule. This modifies RRS 60.1.
  - 15.4.4. SER 3.1.4 – Safety Harness & Tether – Required. No Competitor may protest a boat for infringing this rule. This modifies RRS 60.1.
  - 15.4.5. SER 3.6.2, 3.6.6 – Flares - All yachts must meet the USCG flare requirements (SOLAS certification recommended).
  - 15.4.6. SER 3.8.1 – VHF marine radio & Handheld Backup VHF with DCS Capability - Required. No Competitor may protest a boat for infringing this rule. This modifies RRS 60.1.
  - 15.4.7. SER 3.16.2 – EPIRB/PLB -Not required but recommended.
  - 15.4.8. SER 3.31 – All Specified Gear Identification -Not required but recommended.
  - 15.4.9. SER 3.33.1 – Boats shall have a means to reduce main sail area - (Currently used method & reduction percentage satisfactory).
  - 15.4.10. SER 4.3.2 – Safety at Sea training – Not required but highly recommended. The Organizing Authority strongly recommends that all competitors take the opportunity to attend an upcoming Seminar: <http://www.ussailing.org/education/safety-at-sea/>.
- 15.5. Non-emergency vessel assistance in Mexican waters is practically non-existent until entering Todos Santos Bay. At that time, commercial assistance may be obtained by calling *Baja Naval* or *Juanitos* on **VHF Channel 16**.

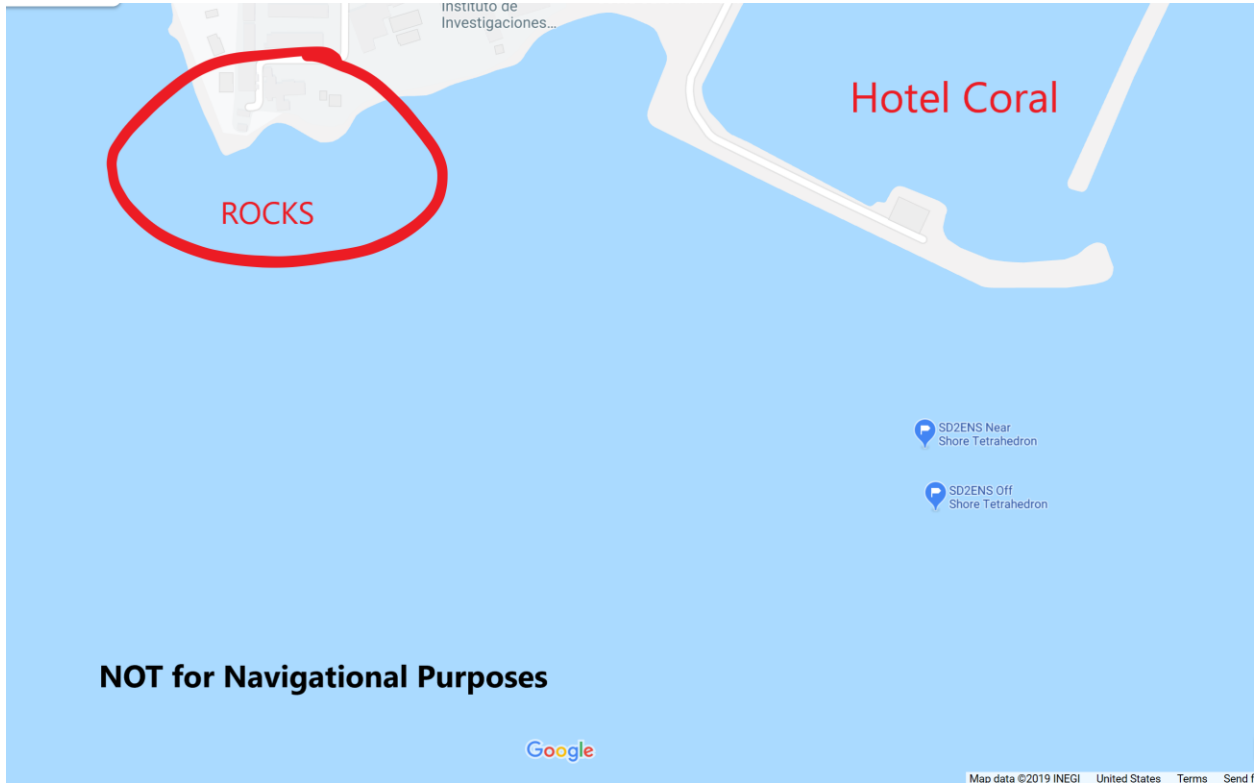
#### **16. SCORING/ TROPHIES**

- 16.1. Scoring ratings for this event will be as outlined in Notice of Race section 3.
- 16.2. Perpetual Trophies:

Unified Port of San Diego	Yacht Club with Most PHRF Trophy Winners
Port of Ensenada	First Mexican Boat on Corrected Time
Douglas K. Smith	First PHRF Boat to Finish (Elapsed Time)
Mayor of Ensenada	First PHRF Boat on Corrected Time
Hussong's Cantina	First PHRF Class 2 Boat on Corrected Time
Baja Department of Tourism	First PHRF Class 3 Boat on Corrected Time
Sano's Steak House	First PHRF Class 4 Boat on Corrected Time
Sano's Steak House	First PHRF Class 5 Boat on Corrected Time
Southwestern Racing Fleet	First SWRF Boat on Corrected Time
Corsair Trophy	First multihull on Corrected Time
Burt Jay Perpetual Consolation	Last Boat to Finish
Bill Boison	Race Chair
San Diego to Ensenada	First Overall – AMSS
San Diego to Ensenada	Best Elapsed Time – AMSS

16.3. The awards ceremony will be conducted poolside at the San Nicolas Hotel at 1500 hours on Saturday, October 5th, 2019.

# Attachment A



## Attachment B

### 2019 San Diego to Ensenada International Yacht Race

### Cruising Class Engine Time Log

Yacht Name: \_\_\_\_\_

Sail Number: \_\_\_\_\_

**1. LIMITATIONS**

- 1.1. Total engine propulsion time may not exceed four (4) hours for the entire race.
- 1.2. Engine in-gear time is restricted to between 1800 hours and 0600 hours during the race.
- 1.3. The engine must be turned off at least 500 yards (0.25 nautical miles) before the finish line.
- 1.4. A yacht may not exceed its hull speed using engine propulsion.

**2. RECORDING**

- 2.1. **Record the total time in MINUTES** that your engine is running and in gear.
- 2.2. Record a minimum of 30 minutes for each time the engine is placed in gear.
- 2.3. Complete the form even if you did NOT use any engine propulsion time.

**3. FILING**

- 3.1. **File your Engine Time Log with Race Headquarters at the *San Nicolas Hotel* as soon as practical after finishing, but no later than the filing deadline of 1400 hours on Saturday, October 6<sup>th</sup>, 2018.** A drop box will be provided at the front of the hotel if the Race T-shirt Sales Table is not open.
- 3.2. Boats finishing between 1200 and 1400 hours may radio in the Engine Time Log to the Race Committee for provisional scoring.
- 3.3. All Cruising Class participants are required to file an Engine Time Log.
- 3.4. The Race Committee will enter Did Not Finish (DNF) for incomplete and/or late submission of the Engine Time Log.

Time (hour)	1800	1900	2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	Total
Min.													

Race Total: \_\_\_\_\_

Printed Name of Skipper: \_\_\_\_\_

Signature: \_\_\_\_\_